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VOLUME 10 > ISSUE 009 > APRIL 2015

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THE RIGHT LINE

THE MONTH OF FEBRUARY WITNESSED A DROP IN the sales of new bikes as everybody from the two-wheeler buyer to the managing directors of bike manufacturers looked forward to the end of February to see what the Union Finance Minister had in store for him or her. However, it turned out to be a damp squib for there was nothing for the two-wheeler industry. Let us hope that the reduction in the lending rate by the Reserve Bank of India results in lower interest rates on loans for two-wheelers and that the other measures taken by the Finance Minister to improve the economy help the market to boost the sales of new two-wheelers.

This year marked the third edition of the India Bike Week (IBW) and it has come a long way over the past three years in every respect — right from the attendance of bike enthusiasts to manufacturers. For the first two years only Harley-Davidson backed the event, but this year the IBW had Shell Oils as one of the main sponsors along with other bike manufacturers like Triumph, DSK Benelli and Aprilia. There is something for everyone at the IBW as you have people who have toured round the world giving talks on their experiences. The vintage motorcycle display is where the vintage aficionado can feast his eyes on some of the old beauties. For the music-lovers there are rock bands playing non-stop. If you like two wheels then it is a must on your bucket list.

Since the event promises to be even bigger next year, the organisers, 70EMG, will have to increase the size of the venue and the layout. It was quite crowded this year itself and the way the bike stands were located it gave some manufacturers better visibility than others. All in all, it was a great show and it is only going to get bigger and bigger and I would like to see more manufacturers come forward to support the IBW — you can't keep away from the biggest bike event in the country.

On the personal front, so long as I am the editor of *Bike India*, we will continue to support the IBW as we have been for the past three years.

ASPI BHATHENA EDITOR



BIKE India Magazine, 401B, Gandhi Empire, 5th Floor,
2 Serene Estate, Kondhwa Road, Pune 411 040. INDIA
Tel: +91-20-32930292 / 3 Fax: +91-20-26830465
Email us at: bikeindia@nextgenpublishing.net

EDITOR Aspi Bhatena
ASSISTANT EDITOR Aninda Sardar
COPY EDITOR Deepak Upadhye
EDITOR AT LARGE Navroze Contractor
MOTOGP EDITOR Mat Oxley
INTERNATIONAL CONTRIBUTORS Roland Brown, Glynn Kerr
CORRESPONDENTS Ravi Chandnani, Gaurav Nagpal
STAFF WRITERS Piyush Sonsale, Jim Gorde, Rommel Albuquerque, Harket Suchde, Ryan Lee, Aniruddha Mulgund
ART DIRECTOR Ramnath Chodankar
HEAD DESIGN & PRODUCTION Ravi Parmar
DESIGNER Santosh Wadhai
COLOUR CORRECTION Deepak Narkar
SENIOR PHOTOGRAPHER Sanjay Raikar
CONTRIBUTING PHOTOGRAPHERS DPPI
PRODUCTION SUPERVISOR Dinesh Bhajnik
ADMIN. EXECUTIVE Roshni Bulsara

EDITORIAL ADVISORY BOARD
Hoshang S Billimoria, Aspi Bhatena,
Navroze Contractor

PUBLISHER Marzban Jasoomani

MARKETING HEAD OFFICE
Next Gen Publishing Ltd.
2nd Floor, C Wing, Trade World, Kamala Mills Compound,
Senapati Bapat Marg, Lower Parel (W), Mumbai 400013, India
Tel: +91 22 43525252 Fax: +91 22 24955394
SUBSCRIPTION SUPERVISOR Sachin Kelkar
Tel + 91 22 43525220 Fax + 91 22 24955394
E-mail: subscriptions@nextgenpublishing.net
APPLE NEWSSTAND & MAGZTER QUERIES
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help@pocketmags.com

REGIONAL MARKETING OFFICES
Next Gen Publishing Ltd.
26-B, Ground Floor, Okhla Industrial Estate,
Phase-III, New Delhi - 110020, India
Tel: +91 11 4234 6600 / 6678 Fax: + 91 11 4234 6679
REGIONAL MANAGER Ellora Dasgupta

Unit No. 509, 5th Floor 'B' Wing, Mittal Towers,
MG Road, Bangalore - 560001, India
Tel: +91 80 66110116/17 Fax: + 91 80 41472574

Unit No. 20, 3rd Floor, Modern Towers,
No. 35/23 West Cott Road, India
Royapettah, Chennai 600014.
Tel: + 91 44 39149889 Fax: + 91 44 39149892

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Gaurav Chaudhary - Mob No. -09227260151
Devendra Mehta - Mob No. - 09714913234

Srinivas Gangula, Territory Sales Incharge (Circulation),
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Vidyasagar Gupta, Territory Sales Incharge (Circulation),
Tel + 91 09804085683

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Ducati's Diavel is the grand daddy of muscle bikes and we rode it first

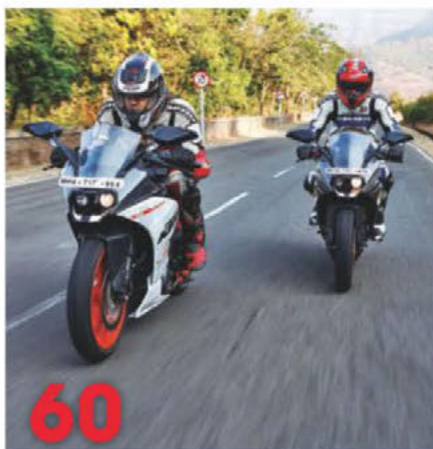
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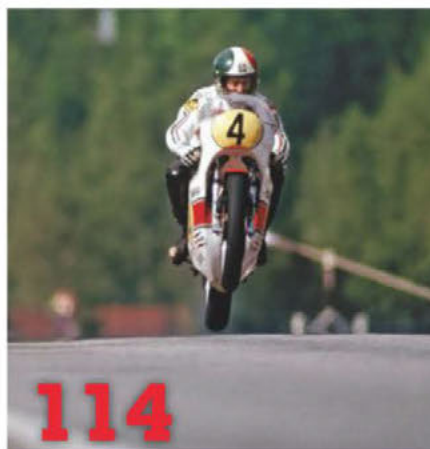
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STAR LETTER

GOD, SAVE US FROM SUCH CALLOUS RIDERS!

Hats off to all of you at *Bike India* for the fabulous job you do in quenching the thirst of the bikers' adrenaline rush. I have been a fan of your magazine for the past four years now. I remember the first issue that caught my eyes on the stands was the August 2011 issue that featured a 'First Ride' review of the Hyosung GT 650 R and the ST 7. I have never missed even a single issue since then and I make sure I collect my issue at the earliest, as soon as it arrives at the book-stall.

I am glad to let you know that I have been riding my father's HF-Dawn for the past two months now and am looking forward to upgrading to a new 150-cc bike. I always wear a helmet whenever I get astride a bike, be it to the nearest grocery shop or when travelling a long distance. What disappoints me is that very few bikers take the responsibility of the machine they ride, the pillion rider, any



pedestrian or even of himself.

Today youngsters buy bikes to flaunt their ride, forget about helmets and their style of riding puts them as well as other people at risk. Many remove their rear-view mirrors to be able to weave their way through small gaps or to lend a 'sporty' look to their ride. Shockingly, some do not even turn their heads to take a look at the oncoming traffic before taking a turn or even switch on the bike's turn indicators, expecting others to halt and let

them make their way.

I would like to draw the attention of the readers and my fellow riders to beware of such situations. The concerned authorities should make installation of both rear-view mirrors mandatory for every bike on the road.

Arunava Das, West Bengal

Hello, Arunava,

It's nice to hear from such an ardent fan of the magazine. It is extremely gratifying to read just how safety-conscious you are. As you have rightly pointed out, not everyone on the road is as aware about riding responsibly. The problem stems from the lack of enforcement on the part of the traffic control authorities. Incidentally, there is a law which makes riding without rear-view mirrors illegal. However, when such violations are seen to occur, punitive action is often not taken.

BETTER FUEL ECONOMY AND TOURING ABILITY

When will the Bajaj Pulsar 200SS be launched in India and what is its on-road price expected to be in Kolkata? I have been commuting and touring on a Honda CBR 250R for the past three-and-a-half years. It's a fabulous bike in most respects, but 30 kilometres per litre in the city is a little hard on my pocket. I want to own a bike that will give me better mileage and yet be stylish and match the CBR 250R in touring and cruising at 120-130 km/h. Will the Pulsar 200SS prove a better choice? Or should I go for the NS? Please advise me.

Suraj Shrestha, by e-mail

Dear Suraj,

We expect the Pulsar 200SS to be launched in the first week, priced within the Rs 1.10-1.15 lakh bracket. As for trading in your CBR 250R for the SS, we cannot tell you whether or not the SS will fulfil your touring needs, but don't expect it to be more economical than the CBR

250R, because the CBR uses fuel-injection technology, while the SS will be powered by the same 200-cc carburetted engine as on the 200 NS.

BIKE POSTERS

Could you please publish posters of bikes in the magazine instead of the MotoGP ones in next month's issue. To be honest, the MotoGP posters are not that exciting.

Elton Monteiro, Mumbai

Hello, Elton,

We appreciate your feedback and, as always, will take it under advisement. We publish motor sport calendars at the beginning of each racing season because a number of our readers are fans of MotoGP, WSBK and the like. We hope the poster in this issue is more to your liking.

METAL AND METAL

I've been a loyal fan of *Bike India* for many years and I have also had the privilege of having my letters about my bikes published in the



magazine on a few occasions. Now my little nephew and niece would like to see my beasts (a Honda Unicorn and a Yamaha R15) and myself being featured in your magazine. They have seen me in a few other magazines such as *Rave*, *Rolling Stones*, *Sledgehammer*, *Sounds from the Underworld*, *Metal Mayhem*, and *Rock Street Journal*, etc. That's because I'm a bassist/vocalist for a nu-metal band. I am an

avid musician and biker.

I have attached a few pictures for you to be able to publish a suitable one in the magazine. I just can't wait to see the joy and excitement on the faces of my nephew and niece. Incidentally, my niece is a fan of Dani Pedrossa.

Zak Abel, by e-mail

Hello, Zak,

Nice to know that you are a metal-head and a biker. There is no dearth of those in the *Bike India* team either, although, sadly, none of us is in a band. We hope you will enjoy our piece on the music at the IBW in this very issue. We also hope your niece and nephew will be thrilled to see your picture here.

A NOTE FOR OUR VALUED READERS

Dear Readers,

Thank you for the large number of letters! However, we request you to send them in a proper format. Firstly, please ensure that your letters are part of the e-mail itself, and not an attachment. Only pictures, wherever necessary, may be sent as attachments. Secondly, please mention the subject in the subject line. For example, if your letter is for the 'Letters' column, please mention LETTERS in the subject line. If it is a technical query to be answered by us, please mention TECHNO MAIL and so on. Otherwise your mail could land up in the spam bin. This will ensure that your letters and queries are published regularly.

— EDITOR

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WE'VE GOT THE ANSWER

OIL FOR THUNDERBIRD

I own a Royal Enfield Thunderbird twin-spark. The company recommends the mineral variety of Motul oil for the engine. How about using fully synthetic 300 V Factory Line instead? Cost-wise it will be three times more expensive. However, I would like to know the distinct advantage a fully synthetic oil has over mineral oil, since Royal Enfield models may not be as refined as imported ones. Please suggest to me the oil change interval also for the same.

Ajay Zope, via e-mail

Synthetic engine oils are not a good choice for Royal Enfield motorcycles. We suggest that you use a good quality 20W50 mineral oil instead. As for the oil change intervals, stick to those recommended by the manufacturer.

MODIFICATIONS FOR APACHE RTR 180

I am an ardent admirer of your esteemed magazine. I would like to seek your advice with regard to certain modifications for my bike, a TVS Apache RTR 180, which is a gift from my parents.

I would like to replace the front fork with an upside down (USD) one, making no change to its diameter of 41 millimetres, its radius and 105 mm of travel. I would like to have a mono shock at the rear, the front rim with that of 120/90x17" and dual roto-petals disc with 300 mm, the rear rim with that of 180/80x17" and single roto-petal disc with 270 mm, a step-seat with lumbar support, an after-market swing-arm, an after-market exhaust (possibly Yoshimura). Please advise.

Yugendhemath, Naini, Uttar Pradesh

All the modifications that you have in mind will incur a prohibitive expenditure. Besides, these will not give you the performance gain that you are expecting. The only USD that you can get in India would be from one of the supersport bikes like the Honda CBR 600RR or Yamaha R6. You will also have to change the front yokes as well as the wheels

and the rear suspension. Yoshimura doesn't manufacture exhausts for the RTR, so you will have to get one locally made. We suggest that you forgo all these and save money to buy a higher displacement bike instead.

IS THIS ALTERATION ILLEGAL?

I am an enthusiastic reader of *Bike India*.



Motorcycles and riding are my passion. I am crazy about my bike, which is a Bajaj Pulsar 180 (2007 model). I altered it recently. I changed the headlight portion and also moved the number-plate to a more visible area. I heard that altering the original position is illegal and is considered an offence by the police. Is such an alteration according to the owner's creativity illegal? Is there a problem in using the lights during daytime? I would like to know more about this issue.

Anoop Jose, Kerala

So long as the registration number-plate is larger than the minimum size stipulated by the law, it should not pose a problem. There is no problem at all with using lights during daytime. As you may have noticed, many of the new luxury cars now sport daytime running lights.

IS FUEL INJECTION TO BLAME?

At the very outset, congratulations to you all for the fabulous job you are doing!

I have a couple of queries regarding my trusted TVS Apache RTR Fi. The bike has done 15,400 km to date and I have always had it serviced from a reputed mechanic. Now-a-days, however, the bike becomes jerky as if it has run out of petrol, when it is actually not the case.

I took it to the best local mechanic in Kolkata to have the problem rectified. The bike seemed to be all right for some time, but the problem reared its head once again after a week or so. When I took it back to the mechanic, he insisted that it was a fuel injection problem and that there was nothing he could do. The power from the throttle is all right, but it seems as if the fuel does not reach the engine properly. Is it likely that there would be some kind of a block in the fuel injection system? I am not sure if other bikes with the fuel injection system also face a similar problem.

My second query concerns tyre replacement. Is it possible to fit the tyres from the Yamaha R15 or Yamaha FZ16 on my bike?

The gear lever of my bike requires too much effort to shift, as if it is stuck in a position. How may I rectify it?

Hasan Arshi, Kolkata

From the description given by you, it does appear that there is a problem in the fuel supply line of your motorcycle. Please take out the fuel filter before the fuel pump and clean it thoroughly. Only a visual inspection by a competent mechanic will yield the correct diagnosis. Whereas the Yamaha R15 and FZ16 come with tubeless tyres, the Apache RTR Fi has tyres with tubes. You may replace the Apache's front tyre with the FZ16's front tyre, but the rear tyre of the FZ16 will not fit the narrow rim of your bike. On the other hand, the R15's rear tyre will be too narrow for the Apache.

FRONT BRAKE REPLACEMENT

I own a Yamaha R15 version 2.0 and I have been riding it for the past four months. I am thinking of replacing the front brake of my R15 with that of a Yamaha FZ1. Is it advisable to do so? Your advice will be highly appreciated.

Tarunk Ksingha, via e-mail

The replacement you have in mind will be a bit of an overkill, not to mention the big dent it will make in your pocket. We recommend that you stick to the original brake set-up only.

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IF THEY CAN DO IT, WHY CAN'T YOU?

A trip to Goa provides an interesting insight into Indian riding (or driving) habits. Aninda Sardar elaborates on why the Goan folk are better riders (or drivers) than other Indians



IT FELT STRANGE. ALMOST WRONG.

After two full days in Goa, I was yet to spot a rider or driver ambling down the wrong side of the road. That is really bizarre, since, if my memory of Indian history serves me right, the State of Goa became an integral part of the Indian nation quite some time ago. AD 1961, right? How on earth are the Goan riders and drivers then staying on the correct side of the road? It just doesn't add up. If Goans are Indians, then, logically speaking, they should be behaving in much the same way as other Indians across the country do. In other words, they should have the same healthy disrespect for all rules, especially traffic rules. And even more so, if those traffic rules relate to an awkward concept called 'safety'.

I mean, look at the city of Pune, for instance. Or Gurgaon (where I stayed for two years). Or even Mumbai, for that matter. Would you really think twice about pattering down the wrong side of the road because the cut in the divider is just too far ahead? No. Yet, the people in Goa think nothing of heading down to that distant cut in the road and then taking a U-turn. The point I'm trying to make then is if a bunch of people in one State of the Indian nation can do what is correct, then why can the rest of us in other parts of the country not follow suit?

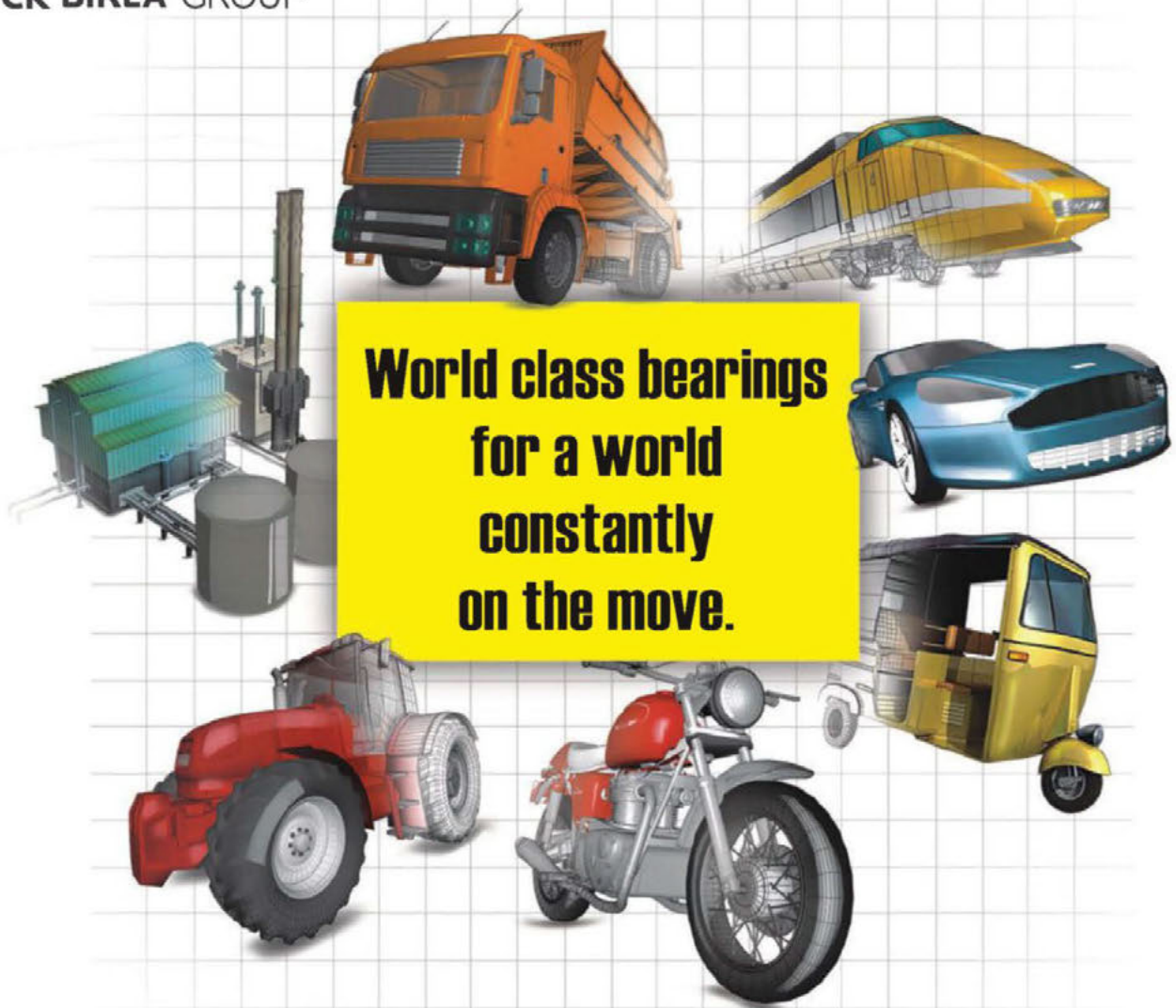
In other news, it appears that two Italian brands are going to start retailing soon. The first of

the two, and probably also the lesser known of the two – Benelli, have launched their products on 19th March and enthusiasts can now choose from an array of motorcycles that are not produced by the Japanese big four or have not come from Korea. At *Bike India*, we have had the pleasure of riding five Benelli motorcycles and we can tell you that each one of those impressed us with its respective strength. Of course, there are areas for improvement in each of them, but for what they are meant to offer to their riders, the motorbikes are pretty good.

The other Italian manufacturer slated to enter the Indian market bears the iconic Ducati name. We have ridden several of their motorcycles over the past couple of months, ranging from the entry-level Scrambler to the Diavel Carbon (ride reports of which may be read in this very issue) to the range-topping 1299 Panigale (which we were the only ones from India to get astride and ride around the very technical Portimao Circuit in Portugal). We can tell you with some authority that these machines are phenomenal. Since riding them, we were convinced that if Ducati were to price their range right, then they would be tough contenders in the burgeoning high end leisure motorcycling space. Given the recent leak in pricing, competitors should take note that the Italians might just come fighting to the fray with a competitive set of figures. So, best of luck to the Indian leisure motorcycling space. As for me, more bikes to ride. Hmm. Life couldn't be better. *[Aninda Sardar]*



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THE CLASS OF 2015

The gains of the last few years, mainly from electronics and the increased power that such systems allow, are undetectable until the bikes are ridden, says Roland Brown

WOW, WE'RE BARELY HALF-WAY through the launch season, and already I can hardly believe how good the best of the 2015 bikes are! When this year's crop of new machines were unveiled at Intermod and EICMA last year, it looked as though we were experiencing an advance in two-wheeled performance unmatched in recent decades, never mind years. Having ridden the Ducati 1299 Panigale and KTM 1290 Super Adventure in recent weeks, and with several more exciting new models still to come, I've no reason to change that view.

My first years as a bike journalist were in the early 1980s, when the pace of change was remarkable, and still arguably unprecedented unless you count the impact of Honda's CB750 four a decade earlier still. Within a few years the world's best bikes progressed from naked, air-cooled, steel-framed, twin-shock machines (epitomised by my own 1980-model Suzuki GSX1100) to a new breed with fairings, liquid-cooling and aluminium-framed monoshock chassis. By the mid-'80s, bikes like Kawasaki's GPZ900R and GSX-R750 seemed light years ahead of that GSX.

The gains of the last few years, mainly from electronics and the increased power that such systems allow, are less dramatic than that, and are undetectable until the bikes are ridden. But they still represent a significant advance in performance and safety. It seems to me that motorcycle design is currently experiencing a big jump, in contrast to the steady advance — with occasional bursts, such as the Fireblade, YZF-R1 and S1000RR, or the birth of the big adventure bike with BMW's R80G/S in 1980 — of recent decades.

The pure speed of these latest models, including the Panigale, Super Adventure and the latest S1000RR, has to be experienced to be believed, but it's the way that their

The pure speed of these latest models has to be experienced to be believed, but it's the way that their electronics make the performance so accessible and safe that is the real gain

electronics make the performance so accessible and safe that is the real gain. After all, a few years ago, the best bikes were searingly fast, and handled and braked very well. But if you opened the throttle too far or squeezed the brake lever too hard, especially when leant over (and even more so in slippery conditions), the result was normally expensive and painful.

It is, of course, still possible to crash a 1299 Panigale or Super Adventure, not least by simply leaning one over too far in a slippery corner. But when traction control and cornering ABS systems are as good as the best ones now are, especially in conjunction with the latest tyres, riding faster than ever becomes much safer than ever.

We're not likely to see a repeat of the launch of the original Aprilia RSV4 at Misano in 2009, when half-a-dozen bikes were crashed on the damp track, or the CBR600RR launch a few years earlier, which was abandoned after twice as many had gone down at slippery Estoril. These days crashes at sports bike launches are rare, even in the damp. More importantly, that trend is presumably mirrored in the real world of owners riding on the road.

And the other positive aspect is that the most dynamic manufacturers (notably Aprilia, BMW, Ducati and KTM) are constantly trying to raise the bar higher. This is resulting not only in some amazing innovations but also in recently introduced technology — whether lean-angle sensors, data recorders, semi-active suspension and cornering ABS, or more down-to-earth yet valuable features such as cleverly shaped and adjustable screens, or heated seats — appearing more frequently.

Better still, many of the advanced features now appearing in expensive flagship models are sure to filter down to more humble bikes before too long. After all, it's only six years since Ducati's 1198S became the first production motorcycle with traction control, just a year after the system had made its debut on the exotic, track-only 1098R.

It hopefully can't be many years before no self-respecting manufacturer will launch even a middleweight commuter bike without effective traction control, or even cornering ABS. And it's only then that the real significance of the brilliant class of 2015 will be felt.



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IGNITION



Ducati India Prices Out

Ducati have officially commenced operations in India

AFTER A STOP-START FIRST INNINGS IN India, Italian bike-making wizards Ducati are back! Understandably, a large majority of biking fans across the country can't contain their excitement, particularly because Ducati are here to stay — this time there's no importer in the mix to spoil the party. The arrival of Italian royalty then, has already begun in showrooms across India. We've already given you exclusive rides of the 899 and 1299 Panigale and the Diavel Carbon (in this very issue), and now with Ducati in India, we can expect a whole lot more.

With showrooms opening their doors to customers, the ex-showroom pricing has already begun making headlines. Ducati have officially started delivering bikes to select customers. Ducati India were expected to bring in their entire portfolio, and, with the official pricing now out in the open, the rumours have finally been put to rest. The brand-new Scrambler will feature as the entry-level model starting from Rs 6.38 lakh (ex-showroom, Delhi) while the top-of-the-line Panigale R will cost an executive-sedan shaming Rs 46.25 lakh, again without taxes. The Monster range too is here in full force — from the 795 to the 1200 S. Also on the cards are the Hypermotard, Hyperstrada, Multistrada, and the Diavel line-ups.

Here's the full list

	Scrambler Icon: Rs 6.38 lakh
	Scrambler Full Throttle/Urban Enduro/Classic: Rs 7.54 lakh
	Monster 795: Rs 6.99 lakh
	Monster 796: Rs 7.99 lakh
	Monster 821: Rs 8.99 lakh - Rs 9.50 lakh
	Monster 1200: Rs 19.85 lakh - Rs 25.74 lakh
	Multistrada 1200: Rs 14.02 lakh - Rs 14.93 lakh
	Multistrada 1200 S: Rs 16.59 lakh - Rs 20.61 lakh
	Hypermotard: Rs 10.00 lakh
	Hypermotard SP: Rs 19.10 lakh
	Hyperstrada: Rs 11.01 lakh
	Diavel: Rs 13.82 lakh
	Diavel Carbon: Rs 16.97 lakh - Rs 17.44 lakh
	Diavel Titanium: Rs 37.20 lakh
	899 Panigale: Rs 13.02 lakh - Rs 13.32 lakh
	1299 Panigale: Rs 32.47 lakh - Rs 40.00 lakh
	Panigale R: Rs 46.25 lakh



TRIUMPH LAUNCH NEW TIGER 800 XR AND XC

TRIUMPH MOTORCYCLES launched the new Tiger 800 range with the unveiling of the Tiger 800 XR and XC motorcycles. Both these Triumph adventure bikes will be sold in the completely knocked down (CKD) form, replacing the existing Tiger 800 XC.

The new Tiger 800 range is powered by an 800-cc liquid-cooled 12-valve in-line three-cylinder engine developing 95 PS at 9,250 RPM and 79 Nm at 7,850 RPM, coupled to a six-speed transmission. Other common features across the range include

a height-adjustable seat, ride-by-wire technology, ABS, traction control, cruise control, 12V power socket, throttle maps (offering a choice between 'Rain', 'Road', 'Sport' and 'Off-Road' modes) and a claimed improvement in off-road capabilities. The rider can also choose from among three riding modes: Road, Off-Road and Programmable Rider Mode.

The Tiger 800 XR is focused more on the on-road riding experience. Highlights include seat height adjustability from 810 to 830 mm, body colour matching tyre

shroud, Showa suspension (front and rear), and cast-aluminium wheels (19" front and 17" rear).

The Tiger 800 XC, on the other hand, is geared towards off-road riding. Highlights include seat height adjustability from 840 to 860 mm, a centre stand, an engine protection bar, WP suspension (front and rear), and spoked wheels (21" front and 17" rear).

Customers may choose from a range of 70 Triumph accessories for the two Tiger 800s, including heated grips, a 3D mesh Low Comfort Seat, and a Tri-Tour

aluminium structured luggage system.

Speaking on the occasion, Vimal Sumbly, MD, Triumph Motorcycles India, said that the company had witnessed a growing interest in the Adventure category, and was looking to tap the potential with the launch of the new Tiger 800 range.

Prices (ex-showroom, New Delhi) for the new Tiger 800 range are as follows:

- XR (to be introduced later): Rs 10.5 lakh
- XR: Rs 11.6 lakh
- XC: Rs 12.7 lakh



BLACK CONTINENTAL GT

BACK IN BLACK! THAT'S RIGHT, ROYAL ENFIELD'S CAFÉ racer is back in an all-new avatar. Officially called the GT Black, this new bike is identical to its Continental GT brethren in all aspects but the colour. The GT Black will be slowly introduced in Royal Enfield showrooms the world over, and also features a contrasting dark brown seat rather than the stock black you find on the currently available GT Yellow and GT Red. It's been priced at Rs 2.13 lakh (OTR, Delhi), so at least the new colour won't come at a premium for those interested in buying it.

YAMAHA R15 TO DON TWO NEW COLOURS

YAMAHA HAVE ANNOUNCED TWO NEW COLOURS FOR the Yamaha YZF-R15 V2.0. The update is purely an aesthetic one and the bike will feature new decals. The new colours – GP Blue and Streaking Cyan – will cost a premium of Rs 3,000 over the regular colours, thus bringing the price to Rs 1.17 lakh (ex-showroom, Delhi).





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*Inclusive of local taxes and excluding applicable octroi

MV AGUSTA F4 RC IN THE OFFING

MV AGUSTA ARE participating in the 2015 World Superbike Championship (WSBK), and a pre-requisite for participation in the WSBK is that the bikes on the track need to be tuned versions of road-legal bikes currently available in the market. This means an F4 RC, based on the RR in both looks and

performance, will soon be launched.

The F4 RC will sport a signature single-sided swing-arm and the Termignoni exhaust in a typical 4-2-1-2 configuration. Also expect the familiar twin-pot callipers from Brembo biting into the double disc rotors. The package will be completed with front and rear

Ohlins suspensions. Claimed power figures for the flagship F4 RC are a heady 212 PS with 111 Nm of peak torque.

Once launched, the bike will lock horns with the latest crop of the superbikes such as the Yamaha R1, Ducati 1299 Panigale S, Aprilia RSV4 RF, BMW S 1000 RR and Kawasaki Ninja H2.



BAJAJ LAUNCH NEW PLATINA ES

THERE'S A NEW PLATINA in town. Sporting a new platform, the Platina ES is powered by a re-worked 102-cc DTS-i engine. Bajaj claim that this Platina ES is the world's most fuel-efficient 100-cc motorcycle with an ARAI-certified fuel efficiency figure of 96.6 km/l.

Apart from the new platform and

engine, the Platina ES sports new front and rear suspension, alloy wheels, a new exhaust, refreshed headlamp design, new graphics, and electric start. The new Platina ES will be available in three colours – black, blue, and red – and is priced at Rs 45,431 (ex-Mumbai).



BAJAJ LAUNCH THE 2015 CT100

AFTER BEING discontinued in 2006, Bajaj have re-launched their entry-level motorcycle: the CT100. The motorcycle is on display at company showrooms and deliveries have already begun. The new CT100 is powered by the same 99.27-cc engine, making 8.2 PS and 8.05 Nm as

was previously available.

The only changes in the re-launched CT100 include new graphics and alloy wheels. Priced at Rs 44,305 (ex showroom, Pune), the new CT100 will slot into entry-level motorcycle segments across the country.



GIRLS RIDE OUT

FOR WOMEN'S DAY 2015, THE DAILY NAV GUJARAT SAMAY organised an all-women bike rally of Ahmedabad, and, for the second time, the Riderni were leading the way. Anjaly Rajan, founder of the Riderni, led almost 200 bikers and scooterists in the rally. The 24-km rally around the city was flagged off by Ahmedabad Municipal Commissioner and Mayor Minakshi Patel. Almost 30 woman bikers participated in the event.

PHUKET BIKE WEEK 2015

IN AN UNRELATED BUT similar event all the excitement and thrill of the recent IBW now move to another seaside locale in another country. If you are a motorcycle enthusiast fond of overseas travel, you may look forward to enjoying this mega bike festival. The Phuket Bike Week in the month of April is a hot and happening destination for motorcycle enthusiasts from all over South-East Asia. This large-scale event has been attracting visitors from afar for the past 20 years, and this year you too can be a part of it. All you have to do is pack your bags and helmets and head for Phuket on 11 April to be able to attend the beginning of the Phuket Bike Week. The event

will continue till 19 April and the venues will be the Patong beach and Phuket town.





NEW H-D ULTRA CLASSIC LOW LAUNCHED

HARLEY-DAVIDSON HAVE INTRODUCED THE 2015

Electra Glide Ultra Classic as well as the Ultra Classic Low for riders who want a big, comfortable tourer but want a lower saddle.

The Electra Glide Ultra Classic Low gets all the goodies from Project Rushmore, including the big 103-inch (1,690-cc) air- and oil-cooled V-twin making between 85 and 90 PS and kicking out 142 Nm of torque at 3,250 RPM. The saddle height, though, is now just 650 mm – over 40 millimetres lower than the non-Low Ultra Classic. Also standard on the equipment list is ABS, the Security pack, cruise control, Boom! Box infotainment with USB port and voice recognition.

The Electra Glide Ultra Classic Low weighs 399 kg on the road, ready to roll. The price? It starts from \$24,399 (Rs 15.2 lakh) in the US for the base Vivid Black model.

BMW MOTORRAD TO MAKE IN INDIA

BMW IS THE ONLY

German luxury auto brand that makes cars as well as motorcycles and both are equally famous for their performance and quality. In fact, BMW Motorrad are Europe's second biggest bike-makers. However, BMW motorcycles are a rare sight in India due to their high prices.

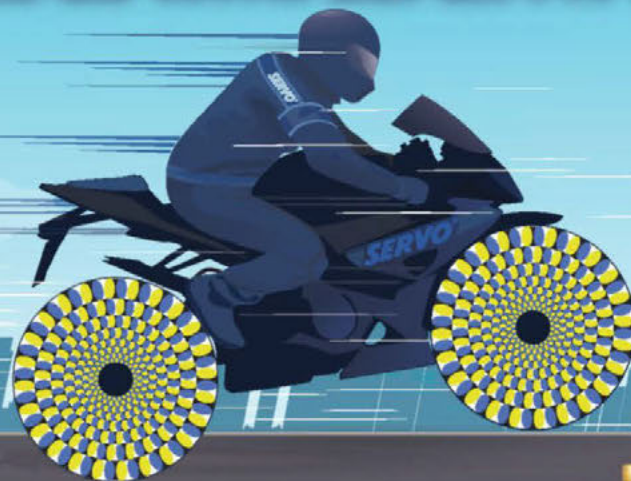
These bikes are currently imported as completely built-up units (CBU) from the Berlin plant directly by the dealers and they also take the effort to homologate them in India. We

now learn from our sources that the company is working on setting up an assembly line for the bikes right here in India. To start with, the company will focus on its legendary 'Gelande Strass' (GS) range of dual-sport bikes which will be imported as completely knocked down (CKD) kits and the assembly will take place at the BMW car plant in Chennai. However, the F 800 GS adventure bike and possibly the F 800 R naked street bike will come from BMW's Asian plant in Rayong, Thailand, which began assembling these two bikes last year.

By getting the bikes in India through the CKD route, BMW will be able to price their bikes substantially cheaper. It is unclear whether BMW Motorrad will establish an Indian subsidiary, but we know that the domestic assembly will become operational before the end of this year.



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Marching On

The Union Budget for the year had given rise to much expectancy, and those within the automotive industry had high hopes. Did it deliver in the end? We take a closer look

WITH EACH ENDING FISCAL COMES the anticipation of a new Budget, and more for the automotive industry. India has its sights set on growth and the government looks like it has a plan to bring about the stimulus necessary to see growth in every field, with a step-by-step approach to make this a reality. The Union Budget for 2015 primarily focused on targeting black money, with a major focus on improving educational facilities, generating more jobs, enhancing accessibility with better infrastructure, and promoting 'make-in-India' to encourage manufacturers to expand local operations.

The way forward is set to be greener with a proposal to launch a scheme for faster adoption

and manufacturing of electric vehicles. The Union Finance Minister has allocated Rs 75 crore for the purpose. The concessional customs duty structure of nil basic customs duty, six per cent countervailing duty and nil special additional duty on specified parts of electrically-operated vehicles and hybrid vehicles has been extended by one more year, till 31 March 2016.

The proposal to increase the outlay for development of roads and infrastructure will see an allocation of over Rs 14,000 crore. More attractive infrastructure bonds will also seek a boost in investment.

No other moves were made to directly affect passenger cars or motorcycles. However, the

indirect effect must be considered, given the fact that the customs duty on commercial vehicles will rise from 10 to 20 per cent. Central Excise Duty is rounded off to 12.5 per cent. The levy on petrol and diesel will also take into account the fall in global oil pricing. Service tax rises to 14 per cent. On a more positive note, there was also a reduction in the excise duty on ambulance chassis from 24 to 12.5 per cent.

Corporate tax too was reduced to 25 per cent. The consideration of General Sales Tax and the contemplation for its implementation in the near future was encouraging as well. Rs 2.47 lakh crore was allocated to the defence sector.

-Jim Gorde

Here is what the top names of the automotive industry think of the new budget:



Roy Kurian
Vice President, Yamaha
Motor India Sales Pvt Ltd

"Amidst the sky-rocketing expectations from across sectors from the first full-term Union Budget of the Modi government, the automobile industry has little reason to smile. However, keeping up the positive sentiments, we see some indirect positives, including reiteration of GST implementation timeline of April 2016, significant increase in allocation of funds

towards road-building and reduction in corporate tax rate from 30 per cent to 25 per cent over the next four years. The overall economic recovery and growth with positive parameters, GDP, rupee growing stronger, etc, are a source of excitement for any business operating in India.

"The Honourable Finance Minister has also indicated proposing plans for further ease of doing business, which is an added boost for the overall business environment. Further, the government's sincere focus on rural development and allocation of a huge sum of Rs 34,699 crore for rural growth is a good move as companies plan to target the untapped potential of the rural market. Next, the intentions of making India a manufacturing hub through the 'Make in India' campaign will also give manufacturers under the auto sector an added advantage. Also, the initiatives on skill development will provide for skilled labour and expertise in our respective sectors."



Vimal Sumbly
MD, Triumph
Motorcycles India

"Considering the fact that India has an aspiring and vivacious consumer base that has the zeal to explore new experiences and avenues, it is definitely a place every brand should be present

in. But the need of the hour is a more conducive environment. To support the 'Make in India' campaign, it would also be good to see some relaxation in the clearance procedures for infrastructural projects.

"Another interesting approach the government can take which can effectively boost the premium motorcycle industry in India would be to cut import duty on products which don't conflict with the already existing Indian manufacturers. For instance, reduce duty on motorcycles that are 800 cc and above. No Indian manufacturer sells in that segment and hence will not adversely affect the Indian grown businesses and will simultaneously support foreign luxury manufacturers.

"For any manufacturer, the expectation from the government will just be with regard to making the environment more encouraging and also to trim down the extremely high duties allowing us to be relevant to a larger section of people."



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For more than 40 years SDI motorcycle boots have been worn by some of the most awesome motorcycling legends the world has ever seen. Names like Giacomo Agostini, Joel Robert and Steve Baker, from a golden era of bikesport, have won domestic and world titles, all wearing SDI boots. Couple that success with the current leading riders, heroes like Alex Barros, Colin Edwards and Stefan Everts, who all benefit from SDI's class-leading bike boot technology, and you have a company which has a racing heritage second to none - and it's still a family run business! As the family say, themselves, SDI is 'A brand proud of decades-long history, we have added a passion for style that only two-wheel riders have'. This understanding of both the bike market, and the needs of today's motorcyclist is highly apparent in every single pair of SDI motorcycle boots in production today.



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SAFETY AND CONVENIENCE

This month we feature a trendy helmet, a funky backpack from Fastrack and a handy tyre inflator

FASTRACK BIKER BACKPACK WITH HELMET HOLDER

► This new collection of backpacks from Fastrack is sure to delight many since it caters to the needs of motorcyclists who wish to look cool but don't like to compromise on practicality either. The new Biker backpack comes with features such as a compartment to hold the helmet for additional convenience. It also has reflective piping for better visibility at night. It is water-resistant and the 25 litres of volume makes it an ideal backpack for short rides. The Biker backpack is smart and functional to suit all the needs of a biker, and is priced at **Rs 4,295**.



LAZER BAYAMO Z LINE

► The Lazer Bayamo Z Line is a well-designed helmet, with Morpho System Plus padding for better protection. The interior padding is 100 per cent washable and can be removed easily. Other interesting features include five ventilation vents for better air-flow, an anti-scratch clear visor, internal sun visor with UV protection and a Micrometric system buckle. A customer can choose the size of the cheek-pads to get a perfect fit. The Bayamo Z Line is ECE (22.05) approved and is priced at **Rs 11,500**. If one wishes to buy this Belgian helmet, it is available at www.motoadda.com.



RESQ TECH TYRE INFLATER

► ResQ Tech is a dual-purpose compact tyre inflator for both car and motorcycle tyres. This ResQ Tech comes with a 1.5-metre adapter cord which is connected to the motorcycle's battery, which, in turn, becomes the power source for the inflator. The flexible four-inch air hose is connected to the tyre to fill air. The inflator comes with an internal LED light to facilitate better vision and an analogue PSI, BAR and KPA pressure gauge. We used the ResQ Tech and it is capable of fully inflating a 100cc motorcycle tyre in 40 seconds. Priced at **Rs 1,000**, the ResQ Tech tyre inflator is handy enough to be carried along in the toolbox. Further details may be obtained from the company's website (www.resqtech.in).



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Readers, please note, all stunts should wear full-sleeved shirts and complete protective gear if they want to get their pictures published in this space

Who We Are: Ajay and Shalaka Zad

Riding: The Royal Enfield Classic 350

The Route: Pune-Bengaluru-Pune
(Saddle Sore Challenge)

Total Distance: 1,610 kilometres

A GOOD RIDER HAS BALANCE, judgement and good timing; so does a good lover. My wife, Shalaka Zad, and myself have been married for 15 years, and we recently entered the record-books by becoming the third couple in the country to successfully complete the Saddle Sore Challenge on 12 February 2015. To accomplish this feat, the rider is required to ride a minimum of 1,610 kilometres (or 1,000 miles) within 24 hours. We started from Pune, rode to Bengaluru and returned on the same route, covering the stipulated distance.

The Saddle Sore 1,600-km ride is recognised by the Iron Butt Association (IBA), dedicated to safe and long-distance motorcycle riding. Based



in the United States, IBA has over 50,000 enthusiastic members across the globe.

We set out on our Royal Enfield Classic 350 on 11 February at 10.20 pm from the Shell petrol pump located on the Pune-Bengaluru highway (NH 4) at Warje, near Pune, and reached Bengaluru the next morning at 9.14 am. We turned around and rode back to Pune, reaching the aforementioned petrol pump at 9.39 pm on 12 February.

I am an avid mountaineer and a passionate rider. Shalaka had done the Saddle Sore Challenge 1,600-km ride last year, and ever since then I had been desirous to go for it. It gives an adrenaline rush when you are awake for 24 hours, criss-crossing the speeding traffic with a pillion rider. Such long rides need strong determination, a steady and calm temperament and the passion to complete the distance. The ride is very taxing both physically and mentally, but it is worth it.

We wore the complete safety gear, which included helmets, riding jackets, knee-guards, elbow-guards, riding boots and gloves, ensuring a safe ride.

Shalaka is an interior designer by profession and the mother of an 11-year-old. This was her second attempt and, for a change, she was riding pillion.

We have already submitted all our documents in order to obtain a certificate from the IBA.



THE FUTURE IS

MAK 4T NXT is a premium quality lubricant designed specifically for new generation 4-stroke motorcycles. With its field proven and advanced synthetic technology, this oil offers you maximum riding comfort, maximum power, longer engine life and is environment friendly.

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HAVAS/BPCL/1009/13

STEERING HEAD

Commonly called the triple-tree or triple-clamp, the steering head consists of twin wide-V shaped metal structures which house the front suspension fork at either end, with the centre mounting on the chassis to serve as a steering pivot. The handlebars are mounted on top of the steering head. A lock-nut secures the steering head on to the chassis. Hearing a thud when you go over bumps usually points to a loose steering head.



BAR-END WEIGHTS

A means of reducing vibration, bar-end weights are fitted to the extreme ends of the handlebar. Bikes above the commuter segment such as the Honda Unicorn and Bajaj Pulsar 220 feature these weights.



MASTER CYLINDER

For motorcycles equipped with a hydraulic front disc brake, the brake's master cylinder is found at the pivoting end of the brake lever on the right-hand side of the handlebar. It contains hydraulic brake fluid which flows through the brake hose to operate the front brake callipers. For bikes with a rear disc brake, a similar set-up for the brake lever is located usually behind the right foot-peg mount.



CV CARBURETTOR

A constant-vacuum (or constant velocity) carburettor, also called a variable venturi carburettor, is a better-performing version of the standard carburettor, the device which prepares a blend of air and fuel for the engine to feed on. Unlike a regular slide carburettor which is throttle-dependent, a CV carburettor uses the engine's vacuum to determine how much air-fuel mix is needed, thus preventing overloading of the engine. This is equally beneficial for emissions, with little or no chance of unburnt fuel entering the exhaust stream. While it was first seen in India on the Suzuki Fiero, a number of bikes now use CV carbs, notably the present range of Royal Enfield 350-cc motorcycles.



TYRE PRESSURE

The pressure of the air inside the tyres, it is usually measured in pounds per square inch or 'psi'. Maintaining the recommended tyre pressure allows for optimum grip and handling, while also having a positive impact on fuel efficiency as a result of less drag. Over-inflating a tyre may result in better fuel efficiency owing to the lower contact patch, but also increases the risk of tyre burst with the added pressure and heat. On the contrary, lower tyre pressure provides better grip thanks to a wider contact patch, but also results in more drag, greater tyre wear and lower fuel efficiency.



CROSS-DRILLED DISCS

Large brake rotors with holes drilled through the braking surface in patterns to assist with cooling. Earlier, motorcycles had solid steel discs, but with improved acceleration and higher top speeds over the years, the need for enhanced braking components was felt. Almost every motorcycle these days uses drilled discs.



BOSCH
Invented for life



FUEL SUPPLY MODULE

IN A VEHICLE, IT IS THE FUEL SUPPLY module (FSM) or the fuel supply system that is responsible for delivering the fuel from the tank to the injectors. It typically consists of an electric fuel pump, a fuel reservoir, a level sensor, a filter and a pressure regulator. Generally, the FSM is integrated in the tank (in tank pumps) such that the pump module is immersed in the fuel with its top bolted to the tank.

In order to ensure that right amount of fuel is sent from the tank to the injector, a demand-driven or constant-delivery rate electric fuel-supply pump is used. The fuel reservoir ensures an uninterrupted fuel supply from the integrated pump when cornering. An integrated fuel filter prevents contaminants from reaching the injectors or the engine. The fuel-level sensor is an angular-position sensor which notifies the rider about the level of fuel in the tank with the help of a float. The pressure regulator, which is a check valve, ensures that the injector receives fuel at the required pressure at all times of operation.



ALL-ROUNDERS

'One positive outcome from the recent power-crazed superbike stand-off is that our expectations of how a "regular" bike should perform have increased proportionally.'

Design guru **Glynn Kerr** shows how this came about

WHILE THE LATEST SUPERBIKES FROM THE NEW 200-PS club might be capturing the most attention right now, there have been a few more humble newcomers that deserve more than a passing mention. The word 'all-rounder' used to refer to a mild-mannered mid-range bike, that may have avoided doing anything badly, but also failed to do much really well. Character was often lacking in the quest to be all-things-to-all-men, and performance was certainly likely to be mediocre. Not any longer. One positive outcome from the recent power-crazed superbike stand-off is that our expectations of how a 'regular' bike should perform have increased proportionally. Which means that many of today's all-rounders are anything but boring to ride.

Take the Yamaha MT-09 Tracer, for example. Despite all the right attributes of the basic MT-09 — strong performance figures, light weight and a reasonable price point — the base model never looked quite complete to my eye. As if something had fallen off, or it had been involved in a minor accident right before arriving in the showroom. Despite the trick cast frame, its tube-framed smaller sibling, the MT-07, looks beefier and more purposeful. Even the little MT-125 is more aggressive and better balanced than the base MT-09, although to give Yamaha their fair dues, the additional headlamp cover and hand-guards of the Street Rally version go part way to addressing the issue. However, the Tracer really comes into its own. The mild adventure tourer look suddenly makes sense of the whole package, frame included. In fact, it fills the gap so well between the old TDM and the current Superténéré, that the latter seems almost superfluous. Anyone wanting to look that rugged would probably opt for a BMW R1200 GS in any case.

Giving an all-rounder a distinct character — preferably one that doesn't say 'all-rounder' — is the key to success these days. We have the classic/retro look, that adds quaintness and personality to otherwise mundane models such as the Triumph Bonneville and the Moto Guzzi V7 — models that deliberately avoid being intimidating. Upping the ante in that class is the 110-PS BMW R nineT, which combines practicality, a nice neo-retro balance, and a refreshing lack of typical BMW oddities (Funny-Front-Ends, asymmetrical design features...), that have sometimes deterred buyers in the past. This is an old-school Beemer brought up to date, as if all the

weird stuff with flying-brick fours and mismatched headlights never happened. The number of diverse custom builds attest to its magnetic personality. And yet it's a perfectly functional all-rounder. That nomenclature doesn't have to equate to boring.

Custom bikes and cruisers are another way of adding character to an otherwise basic architecture — along with a low seat height that's sure to be popular with the increasing number of female riders, and some markets where riders are typically shorter in stature. Sure, these too look best when there's a massive V-twin resting in the frame, but the smaller variants still manage to convey a large part of the image — to the point where Harley-Davidson themselves are now catering to the middle sector of the market.

Harley-Davidson are a good example of the top end of the range pulling up the lesser models, without a detrimental effect on the overall image. There are enough big loud rumbling Harleys around to allow for a few softer (although not necessarily inferior) models to augment the profit figures without destroying that hard-earned outlaw image in the process. The Motor Company may still make its big bucks in its higher end products (during the recession, it was the Sportster sales that died off, not the big twins), but that's a relative rarity in the motorcycle business. In general, a wider appeal means higher sales figures, and most manufacturers rely on numbers. Ducati's Monster and, more recently, the Scrambler, are the company's bread and butter. Despite the price-tag, profits from the Panigale Superleggera are unlikely to even match the development costs. As with most companies, the dream helps sell the reality, ably assisted in Ducati's case by a strong corporate identity and a clear universal design language. Just as with BMW — in this case their cars more than with their motorcycles — there is a common design language. Irrespective of whether it's a 1 Series or a 7 Series, there are styling cues that make each one instantly recognisable from any angle, which in parallel assumes an identical build quality across the range. Ditto for Ducati. It doesn't matter whether you have the cheapest or the most expensive model, there's a presumption of exclusivity and performance. Especially if it's red.

While we're on Ducati, the brief I was handed for the Multistrada back in 1998, when the project was still a blank sheet of paper, was for a "90 per cent bike". That meant that it should be capable of doing everything 90 per cent

Image Copyright: Yamaha



The MT-09 was a great package with deficient styling and image

Image Copyright: Yamaha



The MT-09 Tracer filled all the gaps — with one or two compromises



The Harley-Davidson Street 500/750 is seen as a pan-market multi-tasker by the directorship, but remains a dream for most buyers in the target markets

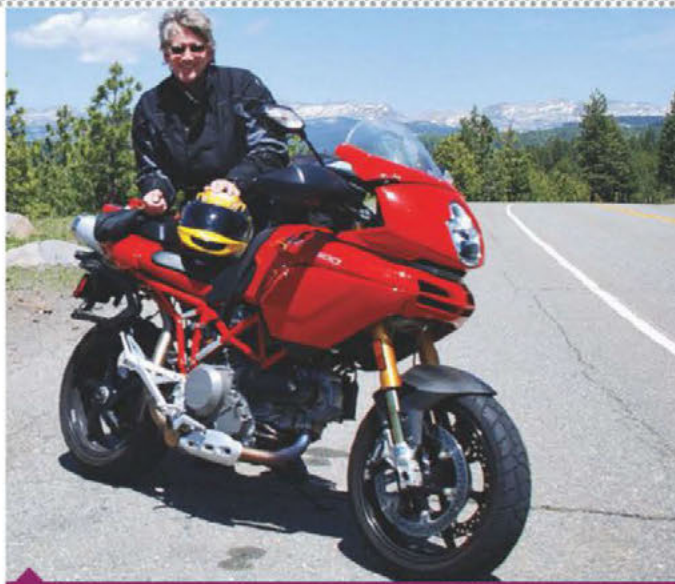


Hey, you designed it — you own it. My own TDM850 — post Velcro-solution kneepad attachment, fortunately

as well as any more specialist models — the performance of the sports bikes (of the day), the touring ability and luggage capacity of the ST models (not exactly challenging, if I recall the limitations of my ST2) and the rough-road capability, if not quite the mud-plugging capacity, of an adventure tourer. Which, having lived with one for the past seven years, it mostly does. It was a very similar brief to the Yamaha TDM that I was given 10 years earlier in fact, although having also owned one of those for several years, it must be said that the Multistrada, at least in 1100S form, is a much more capable machine. I would argue that both of these were good all-rounders for their time, although because the personality of each of them was so strong, in particular the styling (so sue me), it almost seems wrong to categorise them under that title. So does being extrovert in the looks department discount the ability to be an all-rounder? Could be. The Yamaha Tracer has bold aesthetics, but not so individual as to make it unusual. Which might be a very smart and deliberate move.

The one aspect the Multistrada, TDM, and pretty much any adventure tourer style bike has against them is a tall seat height — which immediately nixes them as an option for shorter riders. At 815 mm (32.1"), the MT-09 fares slightly better than the Tracer's 845 mm (33.3"), even though the ground clearance remains identical between the two siblings at 135 mm (5.3"). So there's clearly a price to pay for the more macho look. As a six-footer, it isn't an issue for me, but it can limit a bike's global appeal.

The word 'global' could use some discussion on this topic too. What's considered a modest model in some markets would be a superbike in others, so the 'all-rounder' tag will be subjective depending on your location. The economies of scale mean that most companies will want to manufacture a



Ducati Multistrada was a "90 per cent design". Shouldn't that tick all the boxes and more for an all-rounder?




Germany's best-seller in 1980 — the Honda 400N. The works rider seems to be no more excited about the experience than I was

global product, with the minimum of variations to cater for local markets. What that means is the perception of each model will vary wildly from country to country — with the exception of the higher end, which will always be fast, big or exclusive wherever it's sold.

Returning to my earlier point of rising performance levels across the board, there remains one final question. Can a bike be too powerful to be considered an all-rounder? And if so, how much power is too much? The MT-09 and Tracer boast of 115 PS, which is a pretty decent output for a bike whose immediate duty might be popping down to the store for a carton of milk.

Back in my student days, I was forced to trade in my beloved Guzzi Le Mans against a Honda 400N. The idea, in addition to getting a substantial rebate which fed us for several months, was that I was buying a more 'sensible' bike that would be a true all-rounder. I distinctly recall the sinking feeling I had riding the Honda away from the dealership, feeling the feeble power and flimsy chassis. It didn't stay with me long, but every journey was a miserable experience. It even used more gas than the Guzzi too.

On the other hand, is a 170-PS Aprilia Tuono V4, or a 160-PS BMW S1000R too power-orientated to be truly considered an all-rounder? They're both stripped-down supersports bikes that fit the 'street-fighter' image, but should that exclude them from the category? I suppose that depends on your position — your age, your attitude and your requirements. For me, they would probably be a smidgen too extreme for my everyday ride, but then I'm twice the age of the average motorcycle buyer. And my wife says I drive a car as if I'm riding a bike, so maybe the Multistrada is already extreme enough for my daily ride. There's always the Brutale if I need a little more adrenaline rush. 

NO EXCUSES

HALF-WAY through my first R1 session at the Sydney Motorsport Park, and I've just realised the alternative meaning of the phrase that Yamaha used as inspiration when developing the new, MotoGP-derived rocket-ship.

Project leader Hideki Fujiwara coined "no excuses" as a more extreme version of the original R1's

"no compromise" motto — to emphasise that his team would have failed if the R1 didn't better its rivals' lap times. But after half a dozen laps on this stunningly light, compact, responsive and searingly fast four, the phrase rings true in a different way: if a rider is not quick on a bike as stunningly sharp as this, there are no excuses left.

I know the bike is not to blame as I brake too soon for a half-

remembered chicane, then turn in too early for the last left-hand bend and lose more drive on the exit because I'm in too high a gear. But the Yamaha does a great job of helping out, effortlessly switching its line with no loss of poise, and pulling hard even though the revs have dropped below 7,000 RPM.

And, boy, does the R1 reward you when you get it right! The bike feels fantastically powerful, taut and racer-

like as it drones down the start-finish straight, almost revving out in fifth at over 280 km/h before the 200 m board flashes past and I sit up and brake briefly, then flick down a gear and pitch the bike into a long, fast left-hander, which it carves through before howling off towards the following left-hand hairpin.

The Valencia circuit has a very similar first couple of bends, and it's no coincidence that I'm reminded **ID**



ES

'If a rider is not quick on a bike as stunningly sharp as this, there are no excuses left'. That's our first impression as we ride the Yamaha YZF-R1 for 2015 at the Sydney Motorsport Park

STORY: **ROLAND BROWN** PHOTOGRAPHY: **ALESSIO BARBANTI, JOSH EVANS & HENNY STERN**



of riding Rossi's 2005 MotoGP championship-winning bike at the Spanish track at the end of that season. Even nine years ago a works M1 was a distinctly different class of bike from this production R1. Rossi's racer produced 240 PS and weighed about 150 kg dry, so had an advantage of about 40 PS and over 20 kg even over this most powerful and light of street bikes.

But the R1 has a fantastically light, precise, racer-like feel as well as serious power. Its 200 PS and fuelled-up weight of 199 kg put it right up there with BMW's S1000RR and the rest. And, equally importantly, its M1-derived electronics package is equally competitive — arguably the most advanced and refined of the lot.

The Yamaha looks the part too; not beautiful like a Panigale, but mean and purposeful, especially



Sophisticated switchgear lets the rider control the intrusion of electronic aids

when it's sitting in its tyre-warmers in the pit-lane of the circuit that was once called Eastern Creek. The fairing has a racer-like smooth nose where a street bike's headlight would normally be, relying for light on a pair of tiny LEDs on either side. At its flanks the fairing is cut

away in places to sit flush with the engine, allowing the bike to be as narrow as possible.

The seat is quite high, at 855 millimetres, but the R1 still manages to feel light and compact. Turning the ignition key — so ordinary it seems almost out of place —

illuminates the small but colourful and legible thin-film display. That sits below the fairly low, racer-like screen, and ahead of the immaculately finished top yoke, from which protrude a pair of KYB forks with neat preload, compression and rebound damping adjusters on their tops.

The 16-valve motor fires up with a throaty, unmistakable crossplane-crank grumble. That engine layout remains unchanged but the motor is new, keeping its 998-cc capacity but gaining power from more over-square dimensions, higher compression ratio, new rocker-arm valve operation, narrower valve angle and the first fracture-split titanium conrods on a production bike.

The chassis is also completely new, based on an aluminium Deltabox frame that follows the YZR-M1 by having a central air

If you want the full MotoGP experience from a production bike, this is as close as it gets





intake pipe that runs through the headstock to feed an airbox that is 24 per cent larger than its predecessor. (Naturally, the injection system is also new, with a choice of four maps for throttle response.) Steering geometry is unchanged but the swing-arm and wheelbase are both shorter.

This bike's weight saving — its claimed figure with a full tank is five kilos lighter than that of the S1000RR, whose power output is virtually identical — didn't come by accident. The fuel-tank is made from aluminium instead of plastic; the rear subframe, engine covers and even the wheels are magnesium; the four-into-one exhaust is mostly titanium.

But it's the electronics that bring the R1 into the battle at the front of the current superbike pack. The heart of the operation is a compact device called an IMU, or Inertial Measurement Unit. This consists of



Hollow tail-piece highlights the attention given to overall weight reduction

three gyros that measure pitch, roll and yaw, plus three acceleration sensors that measure forward/back, sideways and vertical movement. Between them, they can detect exactly what the bike is doing, 125 times per second.

This, in turn, has allowed Yamaha to introduce a long list of features

and acronyms. Alongside the updated TCS (traction control system) there's the new SCS (slide control system), which can detect when the rear wheel is stepping out. There's an anti-wheelie function (called LIFt), a launch control system for race starts, and a unified brake system (UBS) that links front

and rear stoppers, and adds a bit of rear brake when the front is used, depending on the lean angle.

It's all complex stuff, and Yamaha have done a good job of making it simple to use. The levels of all the systems, including the four power modes, can be selected via a button on the left bar. On the right bar there's another button for what's called Yamaha Ride Control System. This allows the rider to select from four groups of all the electronic systems; so, for example, you can have one group of settings for fast road or track, a slightly softer alternative, another for town and one for rain, each one programmable with the rider's desired levels of each electronic function.

The motor is a gem: not just plenty powerful up top but smooth, flexible and full of character for a straight four. Despite its even more over-square dimensions it **ID**

seemed respectably strong low down, happily pulling from below 4,000 RPM in fourth and fifth on the way back to the pits at the end of the first session. The top-end charge didn't seem quite as vicious as that of the S1000RR or Ducati's 1299 Panigale, but perhaps that was due to the wheelie control seamlessly doing its stuff to keep the front end from lifting.

Throttle response was superb; so much so that on a dry track there was no reason to use anything other than the most aggressive power mode. The quick-shifter worked flawlessly, too, once I'd had the lever lowered slightly, although the R1 doesn't have the auto-blipper that allows clutch-less down-shifts on the BMW and Ducati.

Handling was just as you'd expect from a light, short, stiff, race-bred bike. The launch R1s had been well set up by Yamaha's test riders and needed only a fraction more fork preload to corner with stunning pace and poise on a circuit that ranges from that fast, bumpy first left-hander, where stability is the



Swingarm and wheelbase are shorter compared to the earlier R1

prime requirement, to a series of slow-speed bends that put a premium on flickability. The Yamaha passed both tests and all those in between, its super-sophisticated electronics helping make it as safe as it was fast.

Over a couple of crests it snapped its bars briefly but always settled down with minimal fuss. The Bridgestone RS10R tyres — a

softer, track-day oriented version of the RS10 that the bike is delivered with — gave heaps of grip, and meant that I had to dial in plenty of throttle to get the rear tyre moving. Frankly, I couldn't tell the difference between the traction control and slide control, but between them they make a formidable partnership. You really just can wind open the throttle at full lean on the apex of a

bend and let the IMU sort out those 200 horses.

Stopping power was impressive, too, thanks to new, lighter Monobloc callipers biting 320-mm discs (10 mm wider than the previous R1's), and wired up via braided hoses with Yamaha's Unified Brake System, which adds a bit of rear anchor when the front is used, and is linked to the IMU so is clever enough to moderate this depending on lean. It's not a full cornering ABS system like the 1299 Panigale's but still slowed the Yam mighty hard and safely.

It adds up to a stunningly quick, capable bike that puts Yamaha right back in the super-sport race. Inevitably, it'll be firm and uncompromising as a roadster, but that flexible engine and light, agile chassis will be assets for fast road riding too. The R1 is sure to be right up the sharp end when the inevitable shoot-outs get under way, and it's priced to be equally competitive in the showroom. If you want the full MotoGP experience from a production bike, this is as close as it gets. **BIKE**





SPEC TALK

YAMAHA YZF-R1 [YZF-R1M] (2015)

ENGINE

Configuration	Liquid-cooled transverse four
Valve-train	DOHC, 16 valves
Displacement	998 cc
Bore x Stroke	79 x 50.9 mm
Compression ratio	13:1
Fuelling	Digital fuel-injection
Maximum power	200 PS at 13,500 RPM
Maximum torque	112.4 Nm at 11,500 RPM
Clutch	Wet multi-plate slipper clutch
Transmission	Six-speed

CHASSIS

Front suspension	43-mm KYB USD telescopic, 120-mm travel, adjustment for preload, compression and rebound damping [Öhlins Electronic Racing Suspension]
Rear suspension	KYB damper, 120-mm travel, adjustment for preload, high- and low-speed compression plus rebound damping [Öhlins ERS]
Front brake	Two, four-piston radial callipers, 320-mm discs with ABS and Unified Brake System
Rear brake	Twin-piston calliper, 220-mm disc with ABS and UBS
Front wheel	3.50 x 17"; cast magnesium
Rear wheel	6.00 x 17"; cast magnesium
Front tyre	120/70 x 17" Bridgestone RS10
Rear tyre	190/50 x 17" Bridgestone RS10
Rake/trail	24°/102 mm
Wheelbase	1,405 mm
Seat height	855 mm
Tank capacity	17 litres
Weight	199 kg with oil and full tank (179 kg dry)



YZF-R1M

AFTER THREE SESSIONS ON THE STANDARD R1 we got two on its upmarket, limited-edition derivative, the R1M, which combines the same powerplant with a chassis featuring carbon-fibre bodywork and Öhlins semi-active suspension, also linked to the bike's IMU nerve base. The Swedish firm's Electronic Racing Suspension is very similar to the system used by the 1299 Panigale, and is every bit as impressive, as well as easier to fine-tune via the Yamaha's simple but effective push-button display.

The benefit of a semi-active system is that it allows the suspension to be firm when it's needed (typically the front under braking, the rear under acceleration) and compliant when it's not. This was well illustrated in the long, super-fast and pretty bumpy first turn, where you brake from high speed. The R1 was firm on the brakes yet floated over the bumps noticeably better than the standard bike.

Öhlins say the system, which provides three automatic pre-sets as well as three for conventional electronic adjustment, makes roughly 40 significant suspension adjustments during a typical lap of a circuit such as the Eastern Creek. And it's easy to fine-tune, too. When I wanted a bit of extra compression damping, it took only a few seconds' pressing of buttons to dial in a bit more.

The R1M also comes with a polished aluminium tank and swing-arm, a slightly fatter, 200-section rear tyre (of the same RS10, although we were treated to super-sticky Bridgestone slicks on the launch), and a GPS-enabled data-logger. But before you get your hopes up, it is being produced in a strictly limited number and is already sold out in many markets despite being over 20 per cent more expensive than the standard R1.

The R1M gets a Öhlins semi-active suspension system



'Unified Braking System' uses the front and rear brakes together for optimum stopping. Notice the carbon-fibre bits on the R1M



Uniquely Electrifying

We were stunned after riding Harley-Davidson's electric wonder, the Project LiveWire, a unique piece of engineering

STORY: RAVI CHANDNANI PHOTOGRAPHY: JASON CRITCHELL



"IT IS A HARLEY-DAVIDSON BIKE. NO, wait; it's not exactly an H-D bike. Oh, yes, it sure is a Harley-Davidson." Getting confused? Well, don't, because what you see on these pages is a bike that wears the Harley-Davidson bar and shield, but its persona is completely opposite to that of a traditional Harley-Davidson motorcycle. In fact, it is such a unique product that it beats the surprise quotient that the V-Rod delivered more than a decade ago. Ladies and gentlemen, presenting Harley-Davidson's latest endeavour, the Project LiveWire. Yes, this

motorcycle is truly a new thing for a company like Harley-Davidson and the aforementioned expression is exactly how I reacted after having a go at it in Malaysia recently.

The name LiveWire sounds like a warning sign to stay away, but this one welcomes the rider inside you. The most interesting bit about this non-conventional H-D is that it is an electric motorcycle. You didn't see that one coming, did you? Yes, for the first time, in more than a century, the traditional cruiser-makers have attempted to venture into the world of electric motorcycles, but

have they got it right? Let's find out.

This electrifying new Harley may look like a simple motorcycle. However, think of the future, and you might see one of these in your very own garage. The Project LiveWire is different and it clearly indicates the new direction that Harley-Davidson are willing to take for a more vibrant future. The LiveWire started off as an exercise to explore the possibilities beyond the conventionality of Harley-Davidson. It is a visionary product, one Harley hope will attract riders who are not too keen on riding the big. **ID**

butch and shiny metal from Milwaukee. Currently the company is organising experience tours round the world to gauge feedback from the media and current customers to see the viability of the Project LiveWire.

Our ride in Malaysia was an eye-opener for me so far as electric motorcycles are concerned. Initially, I thought that the Project LiveWire is just a way for Harley to stay in the news. However, after witnessing this thing in flesh and then experiencing it, my perception about e-powered two-wheelers changed completely. As we were walking to the bike, which was parked in the parking lot of Sepang International Circuit, I realised just how tiny this thing looks. I mean an H-D motorcycle is meant to be big, long, wide and intimidating, while this one was completely the opposite of that.

All dressed in black and with subtle hints of orange and grey on it, the LiveWire looked simply gorgeous. The sleek and minimalistic approach towards the design clearly indicates that Harley-Davidson wanted this new bike to look and feel exactly like a lean, mean machine that can handle very well.

Elements such as the single-piece cast aluminium frame, aluminium swing-arm, machined billet aluminium mirrors/tum indicators, LED lights, immaculate TFT LED display, well put together switches and brilliant wheels are so well finished that by no means does it resemble a loosely put-together prototype. In fact, it looked cent per cent production-ready.

Simplicity is seen even in the starting procedure of the LiveWire. It's just like starting a normal petrol-powered bike. First you settle in

the comfortable and low saddle, which, I am sure, will be a boon for those short in stature as well as female riders. After that, simply flip a switch to bring it to life, select your riding mode: the "range mode" for covering more distance and "power mode" for an instant burst of acceleration. Then press the switch adjacent to the "on" switch and you are ready to go.

The LiveWire is now live and the only indication is the low-frequency hum from the oil pump, which kicks into action to cool the longitudinally mounted three-phase AC motor. Twist the right grip, which acts as the throttle, and off you go. There is a faint whine at first which sounds as if there is a freaking jet turbine just starting off nearby. But as you twist the grip further, you notice that this amazing sound is coming from the motor. More specifically, **ID**



Attention to detail on the LiveWire is brilliant just take a look at the electric motor that looks like a work of art



The TFT hi-resolution touch screen is easy to use even with your gloves on



Lightweight cast aluminium swingarm looks amazing





Vega



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www.vegaauto.com

GEARCHECK

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Helmet	KYT	Gloves	DSG
Jacket	DSG	Boots	CAT

RIDING GEAR PARTNER

Wrangler		Denim
RIDE READY		Wrangler Sun Shield



from the bevel gear assembly that is employed to transfer the power and torque from the longitudinally mounted motor to a belt that provides propulsion. And just like every other Harley, the sound of the LiveWire too was extensively worked upon to make it unique.

Anyway, I was expecting all the 74 PS and 70 Nm of torque from the motor to be delivered the moment it sensed a slight twist of the wrist, but I was surprised by the linearity of the motor. It acted just like a normal engine. Twist the throttle harder and the LiveWire charges ahead with gusto. Stop twisting the right grip and you experience the same sensation that you get while engine braking. Harley-Davidson have incorporated regenerative braking which not only charges the batteries but also helps the bike to slow down under deceleration without you even touching the brakes.

In the Range mode, it acts like a gentle motorcycle that can, on demand, transform into a cheetah on batteries. However, in the Power mode, it does that by default. After switching from Range to Power, I instantly noticed the difference. Hard twist of the right wrist and it simply pushed me back in the seat as the front end lightened up as if the front wheel wanted to rise up. You can really feel the power and torque working their magic in the Power mode right from the word go. It


The LiveWire has superb stability on straight roads and in corners it transforms into a corner-craving machine, very unlike a Harley

accelerates faster and, I am sure, the claimed 0-100 km/h sprint in less than four seconds is highly probable. Top speed is limited to 95 mph or 153 km/h, although I could only manage to take it up to an indicated 140 km/h. Nevertheless, I could feel that it had a lot more juice to reach its top speed in just a few more seconds.

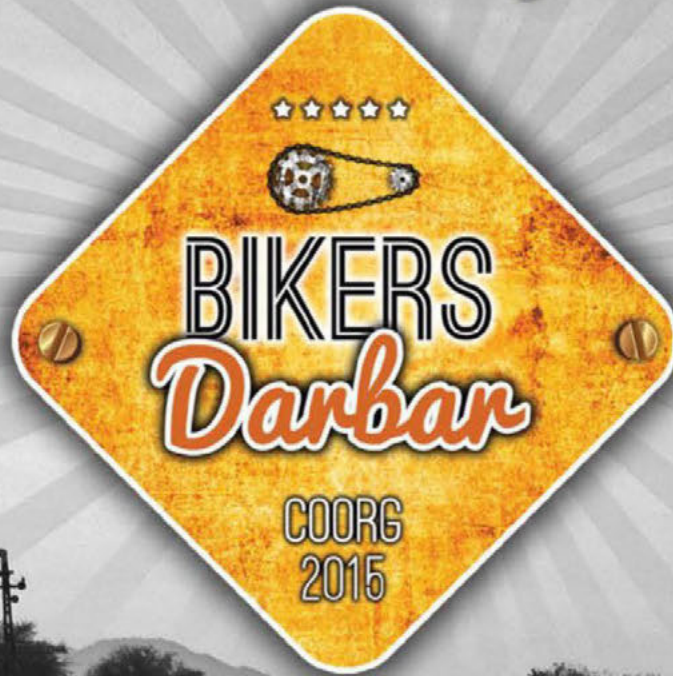
It also surprised me with its handling and ride quality. Since all the weight is concentrated low-down in the centre of the bike, it has a great centre of gravity, which makes it very easy to ride. Moreover, a comfortable and neutral riding position gives you the confidence to push the bike harder than you would dare to. In fact, I was so stunned by its handling that I was asking the people associated with the project how Harley-Davidson managed to do it. But I was left guessing.

The LiveWire has superb stability on straight roads and in corners it transforms into a corner-craving machine, very unlike a Harley. The suspension set-up is slightly on the firmer side, which on smooth roads makes it an absolutely well-behaved handler. You can throw the bike into corners without the fear of tipping over. Plus the Harley-Davidson branded Michelins provide an unbelievable level of grip. They are pretty sticky.

I was sceptical before riding the bike. In my mind I thought that it would be just a heavy battery-powered push-bike with no handling credentials. However, this perception of mine evaporated into thin air as I had a go at it. I came back from the ride wondering whether this thing was made by the Japanese or the Germans, because it felt exactly like what they would do. However, I was convinced by Harley-Davidson that this is an all-American electric motorcycle built by one of the oldest motorcycle manufacturers in the world.

Harley-Davidson wanted feedback regarding this motorcycle and I would just like to say that the Project LiveWire is, by far, the best electric motorcycle I have ever ridden. I earnestly desire that H-D get some serious positive feedback just so the LiveWire may enter production and the world can have a go at it because it's quite an experience that would thrill almost everyone. 

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The Devil Wears CARBON

The Ducati Diavel Carbon is a machine unlike any other. With its sci-fi looks, car-like features and monstrous power this Ducati justifies its name, even though its devilish streak is hidden under a veneer of refinement

STORY: ANINDA SARDAR PHOTOGRAPHY: ROMMEL ALBUQUERQUE

IT WOULDN'T BE OUT OF PLACE TO suggest this motorcycle as the chosen steed of Judge Dredd if one were to do a remake of the original. Remember that sci-fi film featuring Sylvester Stallone (he, of course, played the dreaded Judge Dredd) back in the 1990s? Indeed, the Ducati Diavel Carbon looks devilishly futuristic. I mean, just look at that stubby visage, the muscular stance, and the blacked-out treatment with the exposed crimson trellis. It is so totally sci-fi. But, believe you me, this bike is very real, even though the experience of riding it was quite surreal.

The first time you approach the bike, it's a terrifying feeling. It looks mean and is menacing in its countenance. As you come closer, you also

realise there's little that's familiar about this bike. For example, there's no slot for the ignition key to go in. Want me to repeat? There's no slot for the ignition key. Instead, as in the case of many a car, this bike operates on a key-less Start/Stop principle. Keep the key in your pocket (there's no need to move it from there at any stage of riding the motorcycle) and press the triangular button with the embossed Ducati logo, located just ahead of the muscled petrol tank and on the top of the tank-mounted part of the digital info display. Press it once to switch the ignition on, if you hold it for a few seconds then the bike is locked and the alarm is set to stand by. And, yes, in case you missed that bit, all essential information is displayed on what Ducati call a "split level **ID**





GEARCHECK

Rider	Aninda Sardar	Gloves	Frank Thomas
Helmet	Shiro R-15	Boots	XPD
Jacket	Rev'it GT Air		

RIDING GEAR PARTNER

Wrangler RIDE READY	Denim Wrangler Sun Shield
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instrumentation". Innovative? You betcha!

Swing a trembling leg over the Diavel and you immediately get a hint of 'there's more than meets the eye'. The Diavel is much like a Great Dane. The first layer (the way it looks) is menacing and intimidating to the uninitiated. Underneath that skin lies a far softer side to the Diavel, for despite the way it looks and in spite of a kerb weight of over 200 kilos the Diavel doesn't feel bulky. And, mind, that weight figure I just quoted does not consider fluids or even the battery for that matter. Clearly, Ducati have worked enough on the design front to ensure that the motorcycle feels friendly to all sorts of riders. Part of this feeling of friendliness also comes from the riding position, which is spot-on. It's comfortable yet sporty, which lends itself well to all kinds of riding — sporty or simply about town.

Having familiarised myself with all the controls, I flicked the engine kill switch (which cleverly covers the starter button when switched off) on and thumbed the starter. The Diavel starts with a nice loud bark before settling into a throaty rumble from its 1,198.4-cc liquid-cooled Testastretta 11° L-twin. In case you're wondering, this is the same engine that powers the fearsome 1199. However, before you get the horses galloping, the unit sitting in the Diavel's trellis frame is in a different state of tune. While the 1199 puts out 195 galloping thundering Pferde, the Diavel has a more modest 162 PS on twist. Torque, too, is reduced to 130.5



Don't like the default suspension setting? Well, just turn the knob to get it right then



Flip the engine kill button on and you'll find the starter button hiding underneath! Pretty neat

Nm as opposed to the 1199's 133 Nm. In the Diavel the peak power comes in at 9,250 RPM while the maximum torque is available at 8,000 revs. Both of these are transmitted to the rear wheel via a slick six-speed 'box. There's a slipper clutch to boot.

Still trying to come to grips with my shakes, I gently let the clutch out and opened the throttle a wee bit. Voila! The bike rolls off gently and smoothly. At ease now, I get going and it becomes immediately apparent that the Diavel is a rider-friendly motorcycle. It feels light on its feet and the power is delivered in a smooth arc so that it doesn't leave even novices like yours truly fazed and gasping for breath. Things only start to become frenetic as you watch the revs climb past 5,000 RPM. Of course, on the narrow and crowded roads of Goa one can't really experience the Diavel's monstrous side, but the bike does give you enough hints about what it can do. That is when you discover the third and final layer to this motorcycle. Beneath the veneer of rider-friendly softness lies a core of carbon with fangs that could bite your head off. Should you choose to get ham-fisted and wring the throttle harder

Beneath the veneer of rider-friendly softness lies a core of carbon with fangs that could bite your head off. Should you choose to get ham-fisted and wring the throttle harder than usual, that is

than usual, that is. Else, it is happy to comply with your inputs and play an able companion who will gently but surely help you improve as you discover your limits on this bike. Trust me, you will exceed your own riding abilities long before the bike reaches its limits. Unless you're a rider of exceptional skill, of course.

Like all Ducatis to have come before it, and like all those that will come in the years to follow, the Diavel is an excellent handler. Sweeping bends or hairpins, there's never a problem. The bike feels confident and well in its stride at all times. On a straight it will comfortably nudge past the ton (100 mph or 160 km/h) without so much as a shake of the head. It's as steady as a rock. At the same time, the fully adjustable 50-mm Marzocchi forks combine with the fully adjustable rear shock to return a pliant ride quality. They smooth out the bumps and ruts to a degree where you're not isolated entirely from the road, but, at the same time, there's no case of road rash on the bum. And if you don't like the setting, you can always adjust the rear shock, courtesy that easy-to-reach-and-use rotary knob on the bike's left side, close to your left leg.

Braking duties on the bike are taken care of by a pair of 320-mm dia semi-floating discs with radially attached Brembo Monobloc four-piston callipers up front and a 265-mm disc with a two-piston calliper. ABS, of course, is standard equipment, and much appreciated too. There's

plenty of feel at the lever and enough bite in the brakes to chew a bit of the tarmac should you need to haul on the stoppers in haste. Adorning the Marchesini forged and machined nine-spoke 17" wheel at the front is a 120/70 ZR17 Pirelli Diablo Rosso II. However, the 17" rear wheel, also a Marchesini forged and machined nine-spoke, sports a massive 240/45 ZR17 Pirelli Diablo Rosso II. Needless to say, the tyres provide excellent grip.

Having had my fill of riding the bike (including a few extra photo runs just so I could ride it some more), I was honestly more than just a little reluctant to hand it back. To say that the Ducati Diavel is a great bike would be a sort of injustice to the machine. It's a brilliant motorcycle. Rumours are that the bike will sport a sub-Rs 20 lakh figure. That too, on road. What more could one ask for? **REVIEW**



All LED headlamp looks menacing and emits a fierce glow to help you see the dark side of life



Split level digital instrumentation is cool but keyless engine start/stop is cooler still



Stubby rear end is distinctive while LED tail lamps are bright

Neat little LED will highlight the number plate to cops. So, beware

The engine is a peach with lots of grunt throughout the rev range

Bike

SPEC TALK

DUCATI DIAVEL CARBON

PRICE Rs 16.98 lakh (ex-showroom, Delhi)

ENGINE

Configuration	Liquid-cooled 90° L-twin
Valve-train	Desmodromic, four valves
Displacement	1198.4 cc
Bore x Stroke	106 x 67.9 mm
Compression ratio	12.5:1
Fuelling	Electronic fuel-injection, elliptical throttle bodies, ride by wire
Maximum power	162 PS at 9,250 RPM
Maximum torque	130.5 Nm at 8,000 RPM
Clutch	Slipper, Wet multi-plate
Transmission	Six-speed

CHASSIS

Type	Trellis frame
Front suspension	Marzocchi fully adjustable 50 mm USD fork with DLC-treatment
Rear suspension	Fully adjustable rear shock with progressive linkage. Remote spring preload adjustment. Single-sided aluminium swingarm
Front brake	2 x 320 mm semi-floating discs, Brembo Monobloc four-piston radial callipers with ABS
Rear brake	265 mm disc, two-piston floating calliper with ABS
Front wheel	3.50 x 17 inch; forged and machined
Rear wheel	8 x 17 inch; forged and machined
Front tyre	120/70 x 17 Pirelli Diablo Rosso II
Rear tyre	240/45 x 17 Pirelli Diablo Rosso II
Rake/trail	28°/130mm
Wheelbase	1,580 mm
Seat height	770 mm
Tank capacity	17 litres
Weight	234 kg wet (with 90 per cent fuel and all other fluids)



HOW DO YOU LIKE YOUR 600?

STORY: PIYUSH SONSALE PHOTOGRAPHY: SANJAY RAIKAR



The DSK Benelli range features two middleweight bikes with the same fundamentals but different approaches to motorcycling. We ride them both

THE BENELLI TnT 600 GT AND the TnT 600i are like non-identical twins. They share a common platform since both the bikes are powered by the same 600-cc liquid-cooled in-line four engine bolted to a hybrid steel trellis-aluminium alloy chassis. The part-sharing further extends to the swing-arm, suspension, brakes, wheels and a few other bits. However, while the 600 GT is built for touring, the 600i is a street-fighter, and that changes the riding experience.

TnT 600 GT

Let's get to know this one first. The "TnT" prefix of the 600 GT is a misnomer since it stands for "Tornado Naked Tre" while the bike in question is neither a naked one nor does it have a three-cylinder engine, which the Tre stands for in Italian. Benelli have moved away from the meaning of the term and want to bring their entire range under the TnT name globally, starting this year with the Indian market. The 'GT' suffix, on the other hand, stands for 'Gran Turismo' or a grand tourer and gives the bike its true identity.

The TnT 600 GT is a pure touring motorcycle built for the sole purpose of mile-munching. Its most striking design element is the bulky half-fairing with integrated turn indicators, which flanks the headlight and extends on to the tank to make the bike look as if it doesn't have a neck. The headlight cluster includes a halogen bulb stacked over a projector lamp and has a small windscreen on the top. The information panel features an analogue tachometer while the digital screen poking into it from the right displays the odometer, trip-meter, fuel-gauge and a clock. It's got a big and curvy tank, a contoured one-piece

seat and a luggage rail at the rear end of the tail. The tilted rear monoshock is placed on the right and has an eye-catching red spring while the four-into-one exhaust is tucked under the belly to make way for the snazzy pannier boxes mounted on either side of the tail. The bike has 12-spoke alloys and stylish LED tail-lights while the stickers and graphics will be different from the ones on our model year 2014 test bike since DSK Benelli will launch their 2015 range in India.

So far as looks are concerned, the 600 GT is blank and uninspiring but get into the saddle and you would want to keep riding it till the end of the day. The first thing that pleases is the highly comfortable seat. It has a well-carved-out design with generous padding and yet has the right amount of firmness at the pressure points and the texture of the seat-cover is grippy. Thus long hours in the saddle is not going to be a problem, unless you have a sweaty bottom. The handlebars are high and I could reach them while sitting upright, legs snugly wrapped around the tank, feet resting lazily on the low-placed foot-pegs. The windscreen prevented wind-blast below the chest while my legs were tucked in behind the wide fairing. The tilted information panel allows quick glances at the readouts and the tapering mirrors surprisingly provide a large field of vision.

The GT's 600-cc in-line four engine is mated to a six-speed gearbox that has a one-down-five-up shift pattern. The engine is refined and powerful and the gear-shifts are precise, with the ratios well suited for touring. Maximum power output is 82 PS at 11,500 RPM while the peak torque of 54.6 Nm is generated at 10,500 RPM. The power delivery is flat below 6,000 RPM and the engine feels restrained. So the initial **ID**

Powerful headlights, high windscreen, wide fairing, and panniers. The GT has all the traits of a tourer





GEARCHECK

Rider	Piyush Sonsale	Denim	Spidi
Helmet	TH	Gloves	DSG
Jacket	REV'IT	Boots	XPD

acceleration is lazy, though it gets much stronger beyond 7,000 RPM. The bike can easily cruise at 150 km/h and is capable of nearing the two-ton mark on the speedo when pushed to the limit. The fuel-tank stores up to 27 litres of petrol and enhances the touring capability of the bike by giving it a range of over 400 km, considering the average fuel efficiency of 15 km/l. The 600 GT derives its stopping power from a pair of 320-mm floating discs on the front wheel and a single 260-mm disc brake on the rear one. The brakes need more force but have a progressive feel and the chunky Pirelli tyres provide all the traction you need, which feels reassuring under hard braking. However, like the rest of the Benelli range, the 600 GT does not get an ABS or any other electronic aids.

It handles quite well in corners for a 250-kg bike but feels bulky and prefers cruising on straight open roads. No surprises there. The mild bottom end of the engine makes it a docile runabout in the city as well, but you need to be careful with the panniers while weaving through traffic and though at five feet 10 inches, I was able to place my feet firmly on the ground while sitting on the bike, tight U-turns can get tricky due to its long turning radius and top-heavy nature. The suspension system of the 600 GT features 50-mm upside down (USD) front forks



and a monoshock spring with preload adjuster at the rear. The suspension absorbs any kind of undulation on the road efficiently and keeps the bike rock-steady, giving one the confidence to ride at high speeds comfortably.

So if you are out looking for a middle-weight bike for long rides on the highways, the TnT 600 GT would be a smart choice. The bike comes from China via the CKD (completely knocked down) route and DSK Benelli assemble it here in India. It should provide stiff competition to the well-established Kawasaki Ninja 650R since it is priced rather competitively at Rs 5.62 lakh, ex-showroom, Delhi. **ID**

BIKE

SPEC TALK

Benelli TnT 600 GT [Benelli TnT 600i]

PRICE Rs 5.62 lakh (Rs 5.15 lakh) (ex-Delhi)

ENGINE

Configuration	Liquid-cooled in-line four cylinder
Valve-train	DOHC, four valves
Displacement	600 cc
Bore x Stroke	65 x 45.2 mm
Compression ratio	11.5:1

Fuelling Electronic fuel-injection, 38-mm throttle body

Maximum power 82 PS at 11,500 RPM

[82 PS at 11,500 RPM]

Maximum torque 54.6 Nm at 10,500 RPM

[54.6 Nm at 10,500 RPM]

Clutch Wet multi-plate

Transmission Six-speed

CHASSIS

Type	Modular, steel trellis-aluminum alloy plates
Front suspension	50-mm inverted telescopic forks, 120-mm travel
Rear suspension	Monoshock, 123-mm travel, adjustable for preload
Front brake	320-mm double discs with Four-piston radial callipers
Rear brake	260-mm disc with single-piston calliper
Front tyre	Pirelli 120/70 ZR17
Rear tyre	Pirelli 180/55 ZR17
Wheelbase	1,405 mm [1430 mm]
Seat height	800 mm
Tank capacity	27 litres [15 litres]
Kerb Weight	243 kg [231 kg]



Information panel is tilted for quick views while riding



Stylish panniers and LED lights make the rear end look sporty



Bright red monoshock spring breaks the monotony of the grey shades



“The TnT 600 GT is a pure touring motorcycle built for the sole purpose of mile-munching”



Small readouts on the LCD need getting used to



Mirrors are quite useful in spite of the tapering ends



Front end look is simple yet aggressive

GEARCHECK

Rider	Piyush Sonsale	Denim	Spidi
Helmet	Shiro R15	Gloves	DSG
Jacket	Spidi	Boots	XPD



While the rear end is stylish thanks to the triangular end cans and LED tail-lamp

TnT 600i

The TnT 600i is a sporty naked bike for everyday use. It has a simple looking front cowl with a halogen headlamp while the sculpted tank has a large top and angular shrouds. The compact information panel has an analogue tachometer while the odometer, speedometer, fuel-gauge, engine temperature and clock find space on a digital screen. This may sound similar to the one seen on the GT but both the bikes have distinct information panels and sets of switches. The seat is split in two parts and there is a step between them since the tail rises to accommodate the twin mufflers of the four-into-two under-seat exhaust sticking out of the its rear end. The mufflers are a styling element and have a triangular cross-section, with the LED tail-lamp placed between them while the exposed monoshock spring of the 600i comes in yellow.

The 600-cc in-line four engine of the 600i has the same performance characteristics as the GT. The power output stands at 82 PS at 11,500 RPM while the 54.6 Nm of torque is generated at 10,500 RPM, making it a very peaky motor for a street bike. The engine feels restricted at low revs like the GT and gets stronger from 7,000 RPM onwards. However, the 600i is no slouch and the six-speed gearbox keeps the bike on its

toes. It has a 15-litre fuel-tank which should give it a range of about 225 km assuming an average fuel efficiency of 15 km/l. The 320-mm double front discs and the 260-mm single rear disc shed speed effectively but lack the initial bite and the bike gets the same grippy Pirelli tyres as the GT.

Rear-set foot-pegs, wide handlebars and the shapely tank of the 600i lend a sporty riding position without loading the arms since you sit almost upright. The seat is firm and vibrates every time you blip the throttle due to the exhaust pipes underneath but that doesn't really induce any discomfort while riding the bike. The 600i is a well-sprung motorcycle and offers a pliant ride. It is certainly more manageable than the GT due to the 15-kg reduction in weight and feels sure-footed in corners. That doesn't make it a sports bike, though, and neither is it ideal for high-speed cruising since the wind protection is minimal. The 600i is an urban motorcycle built for short bursts of acceleration to spice up your daily commute.

In terms of positioning, the 600i stays clear of the GT territory. The loud and busy sounding in-line four engine and its Italian lineage will be an attractive proposition for Indian buyers looking for a big bike with road presence to ride around town, and has been correctly priced to face its two worthy competitors. **ENR**



The fully faired sport motorcycle trend is a relatively recent phenomenon. Yamaha were the first to deliver a purpose-built small-capacity sport bike in the form of the R15 a few years ago and then Honda gave us the CBR 250R and then 150. However, KTM have probably given us the first set of bikes that are genuine sport bikes that make no pretension to wanting to be put to commuter use. Here's our take on the RC 390 and the 200

Ready to R



race



STORY: ANINDA SARDAR AND PIYUSH SONSALE PHOTOGRAPHY: SANJAY RAIKAR



WE KNEW THEY WERE TWO of the most awaited motorcycles of the year and we knew several hundred motorcycle enthusiasts were eagerly waiting for them to arrive on Indian shores. Some even speculated if these would be just faired versions of the 200 Duke and 390, but, no, they weren't. When we first rode the KTM RC 200 and 390 around the streets of Modena and around the Circuit de Modena last year, we came back impressed. Impressed by how a subtle alteration by the manufacturer (essentially a marginally sharper rake) had differentiated the RC 200 from the 200 Duke and the RC 390 from the 390 Duke. Back home, we waited for a while to get our hands on these two lovely machines to see if they would be any different from what we had tasted on Italian roads. Fortunately, barring some very minor differences, there's not much to distinguish between the Indian RCs and their Italian counterparts. And, as in Italy, opinion will be divided on which of these two makes more

sense for the buyer. At *Bike India*, we believe that despite their similar appeal, the RC 200 and the RC 390 are not meant for the same kind of person. Even in our office, opinion is divided as to which of the two makes more sense. I instinctively like the smaller of the two motorcycles more while Piyush likes the more powerful 390 a few shades over the RC 200.

So far as styling goes, apart from the paint scheme and the missing bar-end weights on the RC 390, you'd be hard-pressed to tell these two apart. Unless, of course, you're extremely observant and manage to look at the tyres. Then you'll notice that while the RC 390's orange painted wheels continue to be shod with Metzeler rubber, the 200 gets home-grown MRFs. In both cases the styling is unique and nothing of this nature has ever been seen on our roads in the past. The sharp, edgy lines, the wonderfully integrated grab recesses under the pillion seat, the exposed trellis frame, clip-on handlebars, rear-set foot-pegs and that neatly

tucked in under-belly exhaust make both RCs look very sporty. The mirrors, too, are very well integrated. Relation between seat, handlebars and foot-pegs is super sorted. Indeed the RCs' riding position feels a tad more natural than that on the Dukes.

That said, there are some downsides too. For starters, as with all sport bikes, the pillion seat is too high (even more so in the case of bikes sold in India on account of the extra foam on the pillion seat). The mirrors, while good looking, offer limited visibility and you will have to shift your elbow to actually see what's behind. Then there's also the issue of cleanliness. The fairing is fitted in a way that it puts form over the cleanliness function. As a result, it will be difficult to clean certain portions of the bike since it'll take some effort to put a cloth behind the fairing and clean it. Also, as we found out on the track in Modena, the fairing, though effective, is a shade low. Taller riders will really need to crouch down and lie flat on the tank to save themselves from wind blast.



Beyond the looks, however, there are several bits to the bike and virtually all of them are positive. So Piyush and I tried to get as much under the skin of these two motorcycles to find out what they were like.

Aninda Sardar (AS): It's amazing how light both motorcycles feel even before you've got a move on. The RC 200, more than the 390, obviously, since the former is almost ten kilos lighter without a rider taken into consideration. Naturally, this makes it very easy to manage.

Piyush Sonsale (PS): Yes, the 390 is heavier than the 200, but it has 20 more horses and that gives it a much better power-to-weight ratio. In fact, you are hardly ever conscious about the weight when flicking it from one corner to another.

AS: I must say that the 200 is also very nimble and light-footed. All you need to do is just set up the bike for the corner ahead and flick it in. Then

“The key then would be to decide which of these two characters you are, and the choice of motorcycle should come to you quite naturally”

you sit back and watch as the bike traces your chosen line almost instinctively.

PS: What I like the most about the 390 is how confident it makes you feel. A little weight transfer and it readily leans into the corner. The focused riding position, powerful brakes, the rightly sprung suspension, the trellis frame and the strong yet predictable throttle response all together make for a highly enjoyable riding experience.

AS: I have to agree with those. The RC 200 is also impeccable round corners. It also holds its own quite well at high speeds on the straights, feeling planted and thus adding to rider confidence. The suspension is set up nicely too,

making both the RCs great handling bikes.

PS: Of course, the exceptional handling comes with a compromise. Unless you are riding on a racetrack, the 390 offers a slightly bumpy ride and the hard saddle results in a sore bottom after a long ride. The focused riding position isn't the most ideal way to sit on the bike while riding in heavy traffic and the 390 is plagued by high-frequency body vibrations.

AS: True, the ride quality, while not really jarring, is on the firmer side of life. But I'm willing to overlook that one simply for the way the bike goes. That 199.5-cc liquid-cooled single is a peach. The 25 PS and the 19.2 Nm of torque do wonders for something that weighs just shy of 100



BIKE

SPEC TALK

KTM RC 390

ROAD TEST #151

₹ 2.35 lakh (OTR, Pune)

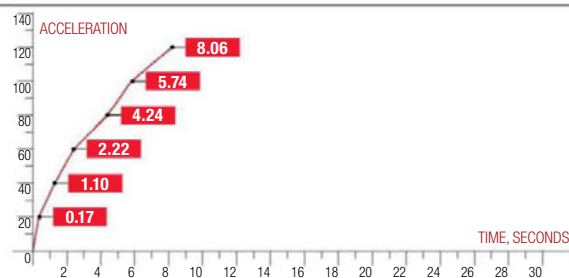
OVERALL ★★★★★

CHASSIS ★★★★★



Type	Steel trellis	Suspension (Front)	43-mm WP USD telescopic forks, 125-mm wheel travel
Brakes (Front)	Bybre 300mm disc with ABS	Suspension (Rear)	Monoshock WP damper with adjustable preload, 150-mm wheel travel
Brakes (Rear)	Bybre 230mm disc with ABS		
Tyre (F/R)	110/70 ZR 17, 150/60 ZR 17		

★★★★★



ENGINE ★★★★★

Type	Single cylinder, liquid cooled, four stroke	Bore x Stroke	89 mm x 60 mm
Displacement	373.27 cc	Comp Ratio	12.6:1
Valvetrain	Four valve, DOHC	Fuel Supply	Electronic fuel injection
Ignition	Digital CDI	Max Power	43.5 PS @ 9,000 RPM
Starting	Electric	Max Torque	35 Nm @ 7,000 RPM
		Power To Weight	262.05 PS/tonne

FUEL EFFICIENCY

Overall *	NA
Highway	NA
City	NA
Tank Capacity	10 litres
Range	NA

* is 75% city riding and 25% highway

TRANSMISSION ★★★★★

Clutch	Wet, multiplate
Gears	Six-speed
Primary Drive	Gear
Gearshift Pattern	One down, five up
Final Drive	Chain

Standing Quarter Mile (0-400m) 14.54s @ 147.81 km/h

ROLL - ON	3rd	4th	5th
30-60 km/h	3.84s	5.89s	8.96s
Top Speed	163 km/h		
Speedometer error	True Speed	Indicated Speed	
	56 km/h	58 km/h	
	79 km/h	82 km/h	
	103 km/h	107 km/h	
	127 km/h	132 km/h	
	156 km/h	158 km/h	
	162 km/h	169 km/h	

BRAKING*

60km/h to standstill	19.22 m / 2.21s	80km/h to standstill	30.36 m / 2.70s
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Performance testing by Piyush Sonsale



(L) Mirrors look large and fancy but half of the reflection only shows the rider's elbows. Quality of switches could have been better for the price of these bikes. Note, only the 390 gets bar-end weights (R) All digital instrumentation looks sleek and has lots of info but difficult to read on the go, especially in bright sunlight



Look into my eyes...twin projectors are powerful and the LED DRLs enticing



LED tail-lamp is sleek and bright. The grooves on its sides are for the pillion rider to grab



Seamless rear seat looks fab. Oddly placed grab-rail sticking out on the right exists to satisfy rigid RTO norms

Bike
SPEC TALK
KTM RC 200
₹ 1.83 lakh (OTR, Pune)
OVERALL ★★★★★

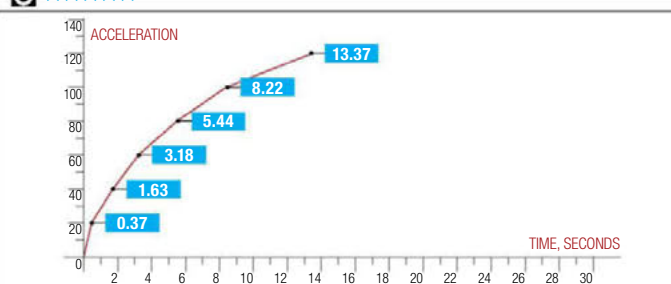
ENGINE ★★★★★

Type	Single cylinder, liquid cooled, four stroke	Bore x Stroke	72 mm x 49 mm
Displacement	199.5 cc	Comp Ratio	11.5:1
Valvetrain	Four valve, DOHC	Fuel Supply	Electronic fuel injection
Ignition	Digital CDI	Max Power	25 PS @ 10,000 RPM
Starting	Electric	Max Torque	19.2 Nm @ 8,000 RPM
		Power To Weight	162.33 PS/tonne
FUEL EFFICIENCY		TRANSMISSION ★★★★★	
Overall *	NA	Clutch	Wet, multiplate
Highway	NA	Gears	Six-speed
City	NA	Primary Drive	Gear
Tank Capacity	10 litres	Gearshift Pattern	One down, five up
Range	NA	Final Drive	Chain

* is 75% city riding and 25% highway

ROAD TEST 152
CHASSIS ★★★★★

Type	Steel trellis	Suspension (Front)	43-mm WP USD telescopic forks, 125-mm wheel travel
Brakes (Front)	Bybre 300mm disc	Suspension (Rear)	Monoshock WP damper with adjustable preload, 150-mm wheel travel
Brakes (Rear)	Bybre 230mm disc		
Tyre (F/R)	110/70 ZR 17, 150/60 ZR 17		

★★★★★


Standing Quarter Mile (0-400m) 16.58s @ 127.35 km/h

ROLL - ON	3rd	4th	5th
30-60 km/h	3.84s	5.69s	8.96s
Top Speed	131 km/h		
Speedometer error	True Speed	Indicated Speed	
	44.8 km/h	47 km/h	
	61.5 km/h	65 km/h	
	81.2 km/h	85 km/h	
	101.6 km/h	107 km/h	
	115 km/h	120 km/h	
	131 km/h	138 km/h	

BRAKING*

60km/h to standstill 24.68 m / 2.84s 80km/h to standstill 42.55 m / 3.76s

Performance testing by **Piyush Sonsale**

154 kilos. Fabulous power-to-weight ratio. Power delivery is also so linear that you have to shift down a lot less. A very useful thing when riding through crowded streets.

PS: I was afraid you would bring that up. Well, the 373-cc single-pot motor of the bigger RC has lost its flexibility on the way to making 43.5 PS. The bike gets snatchy at low speeds and requires frequent gear changes, also because the gearing is short. The maximum power comes at 9,000 RPM and the 35 Nm of torque is generated at 7,000 RPM. The engine puts the hammer down at 7,000 revs but, trust me, with its free-revving nature and crisp throttle response, there is never a dull moment on the 390 and the engine performance feels just right for this bike.

AS: Yes, the 200 does feel a little lacking in the gut when you want to roll the throttle open, coming out of a bend. I mean, it's got enough but it feels like the chassis is capable of so much more. The only way to get around it is by keeping the engine revving relatively higher than you would on the 390 to get the desired drive out of the corner. I suppose that's the downside to sharing the cycle parts with the 390. Throttle response, however, is as good. Also, the engine doesn't vibrate as much.

PS: Agreed, but as you mentioned earlier, I am willing to overlook the vibrations for the bump in performance and the advantage in braking. The 390 has a 300-mm disc brake at the front and a 180-mm disc at the rear.





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GEARCHECK

Rider	Aninda Sardar
Helmet	Shiro R15
Suit	Spidi
Gloves	Frank Thomas
Boots	XPD



therefore, share the credit for the 390's sharp handling but be prepared to shell out Rs 16,000 every 8,000 to 10,000 km to enjoy the high grip levels.

AS: Eventually, it all boils down to individual preference. Expectedly, the RC 200 is the smaller and, therefore, the less frenetic of the two motorcycles. I'd say, it's ideal for someone who commutes to work on a motorbike but then loves a good handling motorcycle so that he can have his share of fun on the odd days that he may be headed for the twisties of the mountains, or a racetrack (if he's in Chennai or Coimbatore. BIC isn't right for these bikes).

PS: The 390 is quite literally a 'ready-to-race' motorcycle. Take delivery and head to the racetrack! It's an attractive motorcycle which can make your daily commute exciting and has you covered till you upgrade to a middle-weight bike. And at a very competitive price of Rs 2.36 lakh (on-road, Pune) too. At this price, there is practically nothing you can buy that will give you the same sort of performance.

The key then would be to decide which of these two characters you are, and the choice of motorcycle should come to you quite naturally. Money being no object, of course, for there is almost a Rs 50,000 difference between the two. At the end of the day there wasn't a right or a wrong bike, for both are extremely good and capable motorcycles meant for very similar people. Note, similar but not identical. **KTM**

230-mm disc brake at the rear and the bike is equipped with ABS as standard. So while the 200 gets its tail up under hard braking, the 390 comes to a standstill without losing composure.

AS: I would probably have said the same things about braking. The 200's brakes, which are essentially the same as that on the 390, do have feel, progression and bite. The one thing that the 200 doesn't have is ABS, which, I think, is a

shame. Given how good the brakes are, at least the option of having ABS should have existed. I mean, they are producing an ABS-equipped version on the same assembly line in any case. The tyres help too. The RC 200's MRFs offer good grip levels and are a perfect match for the motorcycle.

PS: The 390 requires more traction to put the extra power down and gets the sticky Metzeler tyres for that purpose. The tyres,

GEARCHECK

Rider	Piyush Sonsale
Helmet	Shiro
Suit	Spidi
Gloves	DSG
Boots	RJays





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Destination Goa

You could visit Goa any time and you'd have a host of experiences. But the two days of the India Bike Week are not to be missed if you're a dyed-in-the-wool biker. Thus starts the tale of our journey on three excellent bikes

STORY: ANINDA SARDAR PHOTOGRAPHY: SANJAY RAIKAR & ROMMEL ALBUQUERQUE



THE ROAD AHEAD HAS reduced to a mindless blur and the mind is still battling the inevitable onslaught of tunnel vision as I fight to keep my head and the Shiro R15 helmet around it steady. It's just so hard to resist the temptation to wring open the throttle when you see a wonderfully empty bit of tarmac stretching nearly to the horizon. So, there we were, crouched down, head tucked away from the wind-blast, urging our steeds to go faster. Myself on the Triumph Speed Triple; Ravi, my colleague, on the Benelli TrN 600i; and my other colleague, Harket, on the Harley-Davidson Street 750. Exhilaration levels were fairly high, outstripping our exhaustion for we had crossed over to the coastal State of Goa. It had been a long day and a tough one, but worth it for we were in Goa to be a

part of the third India Bike Week.

The day, of course, had started much earlier. Nine-and-a-half hours earlier, in fact, when we all rendezvoused at the *Bike India* office in Pune. That was half past five in the morning. The excitement of the ride had started even earlier. Things have gone a little hazy now but I would reckon that the excitement started bubbling under the surface the moment the invitations for IBW 2015 landed in the *Bike India* inbox. And with reason too. The previous edition of IBW had seen a modest 8,000 odd riders from around the country. With the numbers promising to grow 50 per cent to a very healthy 12,000 riders, this year's event was slated to be a motorcycling extravaganza unlike any other in the country.

So, after nearly a month and a half of intense planning and far more intense irrelevant debates

and discussions (this is how we auto journo's like to operate), we were ready to kick-start our ride. The sky was still dark with an hour to go before dawn when we rolled away from the rendezvous – our office. Early morning traffic was sparse, with mainly trucks headed out of the city for company along with a smattering of other vehicles. By the time the school buses would come on to the roads and things would start getting clogged, the two-wheeled trio were already out on NH 4 and headed south.

There are few things more exhilarating than an early morning ride. The light wind hitting us at about 100 km/h was chilly and I was thankful that I had decided to wear a full-sleeved cotton jersey underneath my Rev'It GT Air mesh riding jacket. As the sky on our left began to lighten, signs of awakening, like the misty blue smoke hanging





over the fields from a fire started early, began to become visible. Minutes and miles rolled by in an inseparable combination and by the time we were hungry enough to stop for breakfast, we had crossed the one-way Khambatki Ghat. We had planned a 20-minute breakfast stop but you know we auto journalists tend to be a rather focused lot who like to be extremely efficient in all we do. So a full hour later, we were back in the saddle and cleaving the wind as we rolled on towards Goa. As the day wore on, we started to meet groups of fellow riders also headed to Goa. A cheerful exchange of waving of our hands later, we rode on, secure in the knowledge that we'd be running into several of them once we reached Vagator Hilltop – the venue for IBW 2015 and, therefore, our destination. What was most heartening was the fact that every single rider we encountered en route to Goa was clad in proper protective motorcycle clothing. It didn't matter whether they were astride a humongous Harley or a lithe and quick Triumph or a KTM or even a Royal Enfield.

It was about noon when we crossed the State border and entered Karnataka. After half a day's riding we had only managed to cover half the distance. So we took a break to discuss how

quickly we could cover the remaining distance. Half-an-hour spent in discussing the route, the plans to tackle traffic, et cetera, and we got going again. You can't help noticing that the moment you've crossed the State border into Karnataka, the roads become wider and smoother and the traffic more disciplined. Makes you wonder – if one State can be like this, why can't the other one mimic? The difference between NH 4 on the Maharashtra side and the Karnataka side is glaring.

We could have continued down to Belgaum and then taken the turn-off for the Chorla Ghat that would spit us out close to south Goa. However, we chose to get off the highway at Nipani and head off towards the Amboli Ghat, which would take us closer to north Goa, which is where Vagator is. The road that twists and turns around the Sahyadri sierra near the village of Amboli isn't particularly well surfaced and slowed us down. The odd pothole, the unexpected slithering of gravel and the patchy surface all worked to reduce our collective velocities. Then there were the monkeys. The pinnacle of the Amboli Ghat is a popular stop-over point and there are a few makeshift tea stalls that serve

excellent vada-pav, nimbu paani and sugary sweet cups of tea to the weary motorcyclist. Naturally, with food in abundance to be stolen, there are hordes of monkeys in the surrounding trees. So keep a sharp eye out on your possessions.

The journey downhill continues to be as bad as the journey uphill. It's only towards the very end of that road that things start to get better. To their credit, each of the motorcycles we were on acquitted itself well on the twisty yet poorly surfaced Amboli Ghat. Despite the hour-and-a-half spent in the saddle none of us was complaining about a sore butt. Definitely thumbs-up to that. Our choice of motorcycles was also spot-on. The Triumph Speed Triple, despite being the largest of the three, was nice and easy to ride up and down the twisty and narrow roads of Amboli. Similarly, neither the Benelli TnT 600i nor the Harley-Davidson Street 750 had even the slightest issue keeping up with the more powerful and faster Triumph.

The difference only showed up when we reached that open stretch of tarmac at the start of Goa and wrung open the throttle on each of the motorcycles. The Triumph quickly outpaced the others and I barely registered a three-digit



GEARCHECK

Rider	Harket Suchde		
Helmet	KBC Ladykiller	Gloves	DSG
Jacket	Navigator Touring Jacket	Boots	Rjays

RIDING GEAR PARTNER



GEARCHECK

Rider	Aninda Sardar		
Helmet	Shiro R-15	Gloves	Frank Thomas
Jacket	Rev'it GT Air	Boots	XPD

RIDING GEAR PARTNER



GEARCHECK


Rider	Ravi Chandnani		
Helmet	KYT	Gloves	Rynox
Jacket	DSG	Boots	CAT

RIDING GEAR PARTNER



number on the speedo that I don't care to confess. Back to cruising with the pack, we carried on with the sun now low on the Goan horizon. One hour gave way to two and by the time we hit the road leading to Vagator, there seemed to be endless rows of motorcycles, all of whom had descended on that tiny coastal state for the two-day madness that is India Bike Week. We shamelessly added ourselves to the crowd.

At Vagator, the scene that greeted us seemed

like total chaos. But that was more of a perception created by a tired brain addled by adrenaline and excitement. In reality, the staff of Seventy EMG, the people who have conceived and who execute IBW each year, were doing a phenomenal job of sorting life out for us weary bikers. As we parked our bikes and switched off the engines, it all seemed a bit unreal. For after weeks of planning, discussion, debate and childish excitement, there we were. At India Bike Week 2015. 



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The third edition of the India Bike Week was an absolute blast, and Bike India brings you comprehensive coverage of all the myriad facets of the event

PHOTOGRAPHY: ROMMEL ALBERQUERQUE



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FESTIVAL OF (HEAD)LIGHTS



We were present for the third round of India's biggest annual biking festival, India Bike Week. Here are all the sights and sounds from this celebration of biking

STORY: HARKET SUCHDE

THE MERE MENTION OF GOA is enough to evoke images of pristine beaches, set to a soundtrack of swelling waves, enjoyed under the gossamer shade of palm trees as the rays of a shining sun warm you right up. Or, maybe, your impressions were filled with old churches, fresh seafood, and moonlit walks through boisterous flea markets. Well, if like us, you were at Vagator on the 20th and 21st of February, the scene you witnessed might not have been quite the same. Here, the sand of the beaches is replaced by tracks that kick up a trail of dust in your wake as you ride across them, the sharp trills, deep grunts and mighty bellows of a

myriad engines deputises for the crashing of the waves, and the cover of palm trees is traded in for massive tents in every hue of the colour spectrum. We are, of course, at the India Bike Week 2015, or IBW for short — a celebration of the rich and varied heritage of the motorcycle world from India and beyond.

The first thing that catches the eye is the sheer volume of participants who rode down to participate in the festivities. Over 12,000 strong bikers from every pocket of the country, and a few from overseas too, had all ridden down on an astoundingly wide array of bikes for India's annual celebration of two-wheeled machines. From a 2015 Ducati Diavel Carbon (which your

very own *Bike India* brought down to IBW) to a Yamaha RX-100 and everything in between could be found at the IBW venue, and for bike-lovers, this in itself was a treat beyond compare. Highlights include a 1979 Honda Gold Wing, Ducati's Hyperstrada and Multistrada, Triumph's big Rocket III Roadster, and the just-launched Harley-Davidson Street Glide Special, among many, many more. I, for one, felt akin to a child already hopped-up on sugar left to run amok at a candy store!

Believe it or not, that was just the beginning. Some of the biggest manufacturers from all over the globe were here with all their products lined up for us to feast our eyes on. The UK's auto



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The beast we brought to the festival, marking its presence



OX7GEN Live enthraling crowds



The Bike India team and fans at IBW



The duke of Indian cricket with his custom Duke

giants, Triumph, had a massive display set up with their brand-new Tiger XCx and XRx taking their maiden Indian bow here. Before the unveil, though, one of the festival's highly anticipated attendees, Mark Wilshire, the owner of London's legendary Ace Café, rode in along with a group of Triumph owners as part of the Triumph IBW parade ride.

Famed Italian bike-makers Benelli were present, too, and the incumbent line-up they had announced a few months back, including everything from their tiniest tot – the ThT 300 – to the absolutely maniacal ThT 1130R were all present. Benelli had a few surprises up their sleeves too; the biggest one (literally) was the

TreK 1130, which is the all-purpose sibling of the 1130R. Also intriguing (and slightly confusing) were the now smallest Benellis – the ThT 25, and the Blackster cruiser. Both were showcased at the Benelli stall, and curiously, while the ThT 25 is an indigenously manufactured 249-cc single, the Blackster is powered by a 250-cc V-twin engine and is sold under the Keeway moniker abroad, but will carry a Benelli stamp here in India.

The biggest presence from any motorcycle manufacturer at IBW was probably Harley-Davidson. From flag upon waving flag to the 2,000 strong Harley Owners' Group (HOG) riders that bellowed in together, the bar & shield was everywhere. This, not even taking the

massive H-D stall into reckoning, which was the first thing you saw as you entered the festival ground, lined with a variety of Harleys that were decked-up, stripped down and in varying stages of modded (and un-modded) glory. The highlight from Harley-Davidson at IBW, though, has to be the aforementioned Street Glide Special, but I won't spill all the beans on this bike yet, because we had an opportunity to ride it, and will be bringing you a full report soon.

The Piaggio Group were visible with their complete bouquet of automotive verticals, including Moto Guzzi, Aprilia and Vespa. Then there was global lube company Shell, who launched their latest, most advanced synthetic **ID**



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A meeting of legends - Gaurav Gill drops in for a chat with our Ed

two-wheeler engine oil, the wordy Shell Advance Ultra with PurePlus technology, at the IBW celebration. Denim moguls Wrangler had their wares on display too, as did a fantastic assortment of other bike-focused brands like cool tees from 100kmph and Race Dynamics' Dyno services. I visited the ever-popular Bikini Bike Wash too, only to find it wasn't functioning at that point in time. And no one can accuse me of lacking journalistic integrity, because I kept going back whenever I could, but my luck seemed to have ran out on me; never did I see a bike wash in progress.

Moving on, Dirtsack were there with their new waterproof Frogman range of luggage carriers, Pirelli had a stall housing all their kicks, as were

StunTech with all their funky stunt-focused gear. Talking about gear, global gear giants Dainese were there, and Indian representation in the form of the Performance Racing Store was involved too. The list of stalls was pretty much never-ending, and describing them would probably take up the rest of the magazine, but suffice it to say it was the Rodeo Drive for biking enthusiasts.

Another thing we bikers do enjoy is custom bikes, and the festival didn't disappoint in that respect either. The custom bike build-off and Mod competitions threw up a wide spectrum of efforts that ranged from the beautiful to the bizarre and everything in between. Illustrious Indian custom house Rajputana had two very special designs on display too. One a rugged

scrambler interpretation of the Triumph Bonneville, and the other a Harley-Davidson Street 750-based café racer, both of which were commissioned by their respective manufactures especially for IBW.

Cricketing great Yuvraj Singh was also present and unveiled Autologue Design's latest creations at the event. Among these was a special KTM Duke custom-made for Yuvraj's cancer charity, YouWeCan, called the X12. Speaking of famous Indian sports stars, ace rally driver and former Asia-Pacific Rally champ Gaurav Gill was in attendance too. After participating in the Gentleman's Ride in aid of the charity, Magic Bus, Gill dropped by our stall for a chat with *Bike India* Editor Aspi Bhathena.



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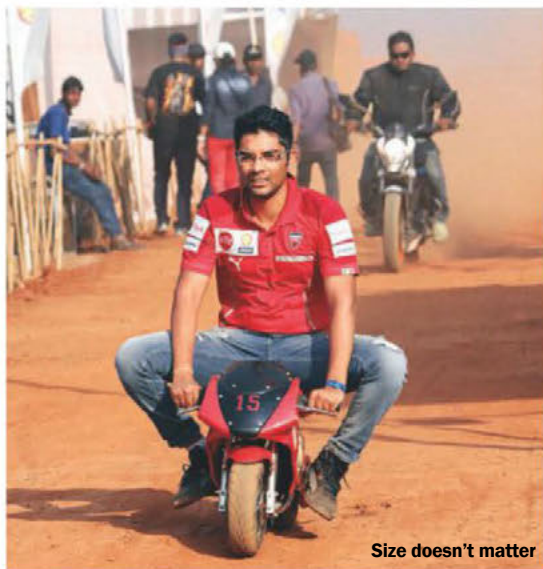
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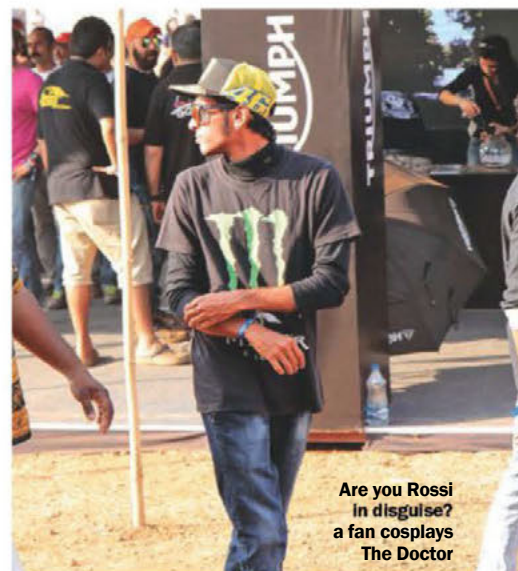
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Size doesn't matter

A bevy of beauties, and for once we aren't referring to the bikes

Judges Sheri Bhathena and Ashraf Sheik minutely scrutinize the classics

Are you Rossi in disguise? a fan cosplays The Doctor

A biking festival isn't complete without competitions, and IBW's organisers are clearly purveyors of that philosophy. The competitive streak was let loose before the festival even began, as IBW announced a long haul ride award for those who had covered the most distance to reach the venue. The annual stunt show too was back with a bang (figuratively, no stunters were harmed in the writing of this story), and for the first time ever, IBW even organised a series of drag-races with the competition open for a variety of different classes and displacements. Old crowd favourites like the burnout competition and loudest bike competition were retained. The aforementioned biker-build off was present as ever too, as was

the mod bike contest. There was even some fare for those of a film-making persuasion, as IBW held a Shoot Your Journey contest where the best films would win prizes. Even the attendees' own muscle-strength was put to the test, as the Zippo stall had a variety of contests built around feats of physical power.

Lastly, there was a hint of nostalgia in the air as the vintage and classic bike competitions, one of the highlights of IBW's past, were held again. Everything from World War era bikes, to vintage bikes and timeless classics were all cosseted together, gleaming in antiquated glory.

As you can imagine, walking around and soaking all of this in, along with the rays of the glaring Goan sun, meant I was famished. This

meant visiting the food section which was as diverse and multi-faceted as the bikes in attendance. From fresh pizza to traditional pav-bhaji and even ice-cream, my taste buds weren't left wanting by any means. In typical Goa fashion IBW also boasted of seven different bars, including a re-creation of the legendary Ace Café, so those with parched throats were not left wanting. This year the attendees could even opt to tent under the stars at the venue itself – talk about an immersive festival! And it would be remiss of me not to mention the music at IBW, such an integral part of what the event is all about, so I will address it, but you're going to have to keep reading, because our report is far from done yet.



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NOT YOUR ORDINARY SA

For biking fans, IBW was like Christmas
assortment of products left us

DSK BENELLI



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TURDAY NIGHT MARKET

come again. The enchanting stalls and spellbound. Here are a few glimpses



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THE BEST OF
THE REST



From London to Vagator, the rocker Mecca comes to IBW



Gear galore at Moto Adda



'What does the Fox say?'



Pirelli tyres and their 'pumped up kicks'



'dirtsack' and their brilliant waterproof travel gear



Denim dons — Wrangler



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Machines and Melody

While the India Bike Week is mostly about bikes, music forms a massive part of the celebrations as in any proper festival. Here is our take on the mellifluous sounds of the IBW, with a few strange interviews thrown in for good measure

STORY: HARKET SUCHDE

MUSIC, LIKE MOTORCYCLING, IS A MATTER OF the heart. It evokes emotions, inflames passions, and can lead to heated arguments (I should know; I've been in a fair few on both subjects). It isn't surprising then that music, and live music (arguably the best kind), is one of the cornerstones that make the IBW special. This year, the set list was bigger than ever before with amazingly diverse musical riches on show to entertain the masses gathered at Vagator.

Since the complete list of over 25 artistes across five different stages is just too big to go through, I'll stick to those who left me tapping my feet, bobbing to the beat, head-banging as if I was possessed, and singing along at the top of my voice. I'd like to start with the big one: BaByHeAd. Hailing all the way from Bristol, England, this mental band was a kaleidoscope of sounds that you couldn't help but groove to. A crazy set full of energy was

the perfect way to cap the event. Then there was Blackstratblues and friends. For those who follow the Indian rock scene, you will undoubtedly be familiar with this band, and, boy, did they bring it at IBW. A proper, hard-hitting rock 'n' roll performance was beautifully embellished by the guest crooners — Tejas Menon, Sid Basrur and Shazneen Arethna.

'Vice Versa' were there too, bringing their hip-hop/dub/bass craziness to the crowds, and 'Nucleya' dropped the beat to screaming hordes at sunset on the first day. Other stand-outs include Clayton Hogermeer and his acoustic set. 'OX7GEN Live' killed with their performance too, and Siddharth Basrur's solo gig was another musical revelation.

I also caught up with some of the artistes for a quick chat about music, bikes, and how these two disparate worlds collide. Here's what they had to say: **ID**

Bike India (BI): So do either of you have bikes, which ones?

Siddharth: Yeah, I have a Yamaha RX135 (1997 model).

BI: So do you keep it stock or have you modded it at all?

Siddharth Basrur (SB): Not much. I've recently changed the fuel-tank and a few other necessary things because it's an 18-year-old bike and is not an easy bike to maintain; it keeps breaking down.

Tejas Menon (TM): My input here is that whenever I play GTA, I always chose a bike.

BI: You guys have definitely heard of other bike/music festivals like Harley Rock Riders and Rider Mania. In fact, Siddharth, you've even played at Harley Rock Riders. What do you guys think is the correlation between bikes and rock 'n' roll?

Both: We were just talking about it!

TM: India's not quite there yet, both the cultures integrate together perfectly in like the States and the UK where the inception of all these things happen, and India has that kind of geographical distance you can cover, so the potential is definitely there, but it's still coming



Tejas Menon and Siddharth Basrur

up, it's getting there.

SB: It's going to take at least another five to six editions of this [the IBW] to get it anywhere close to international scenes.

BI: Is Electronic Dance Music (EDM) to blame?

Siddharth: That's exactly what we

were talking about!

TM: India's probably the only country where bikes and EDM go together. Harley Rock Riders is a good example of what it could be, though.

BI: Let's talk a little about anthems – SteppenWolf's 'Born to be Wild',

Bon Jovi's 'Wanted Dead or Alive', Metallica's 'Fuel', and countless more. There's some connect with riding fast and music. Your thoughts?

SB: Also the entire soundtrack of 'Sons of Anarchy'!

TM: Yeah, it's a natural, organic thing. Speed, man, whether its speed of music or actual speed on the road, I'm sure it's got a biological thing to it.

SB: For me, before I had a car, I live in Bombay [Mumbai] and my folk used to live in Pune, so I used to ride to Pune every other weekend, so for me it was about putting your earphones on, listening to your favourite music, feeling the wind in your face...the last time I did that was a couple of years ago on the RX, I can't do that on that bike any more.

BI: You should get a new bike!

SB: I'm never selling my bike, but I'm thinking of buying a new one. Originally, I wanted to get a new car, but I think I'm going to scrap that and get a bike instead. I was thinking of getting the Bonnie, but now I think I'm going to wait for the Ducati Scrambler.

Jai Row Kavi (drums), Adi Mistry (bass), Beven Fonseca (keyboards), and Warren Mendonsa (guitars)

BI: Are any of you into biking? If so, what bikes do you ride? For how long have you been riding? And what distances do you typically cover?

Blackstratblues (BSB): Among all of us, drummer Jai Row Kavi was an avid biker but had to quit due to a bad back. We usually take cabs because driving in Mumbai is pretty traumatic.

BI: You have now played Harley Rock Riders and IBW in just the last few months, gigs that marry



Blackstratblues

music in general and rock 'n' roll in particular with celebrations of biking culture. It isn't something you see at, say, an Auto Expo where cars are involved too. So what is this link between biking festivals and rock 'n' roll?

BSB: Any trend leads to a greater audience for live music is welcome, be it bikers, hipsters or surfers.

BI: What did you think of the IBW both in terms of your set and

as a festival overall?

BSB: We actually had a great time considering we performed without a full sound-check. The audience seemed to like what we were doing, and our guests, Shazneen Arethna, Siddharth Basrur and Tejas Menon, were a joy to play with.

BI: There have always been musical anthems like 'Highway to Hell' and 'Roadhouse Blues', to name but two, written around the theme of riding or driving. Why, in your opinion, is this particular subject such a popular muse with musicians all over?

BSB: Musicians are always travelling, and the road can lead to a lot of inspiration due to seeing new places and people.



Tom Mauger, Vocalist, BaByHeAd

BI: Is this your first time in India?

Tom Mauger (TM): No, I spent some time here as a child with my family, they were into city yoga, and you know kind of on a hippy trail you know consciousness and meditation and chanting. I didn't really get that side of things but I got into all the comics. So I know all my Hindu gods, but purely from the comics.

BI: What were your thoughts and expectations from the festival before you got here?

TM: We had no idea. We saw the website, so we knew it was going to be a motorbike festival, but until yesterday...So we came and had a look around and it was wild, like madmax, it's mental, absolutely mental!

BI: Are you into biking back home?

TM: No, the first time I've ever been on any kind of motorbike has been here, and it's one of those scooters.

BI: This must be a bit of a culture shock? Are you surprised by how crazy it is?

TM: Well kind of, because growing up here I kind of knew

they were bike mental, but not as much as I've seen.

BI: How do you think your set's going to be? Looking forward to it?

TM: From seeing Nucleya play last night, he was great, so I think it'll be fine. The crowds are up for it, aren't they? They're ready to party!

BI: Have you been exposed to the biking culture in England? Any thoughts?

TM: You're talking to the wrong

man. I've got a bicycle, and that's the closest I get to two wheels in England.

BI: Now, away from biking and on to your music. Your band has a very unique sound, with a funky, alt style and a whole bunch of other elements thrown in. So how would you describe your music?

TM: Skank rock. It's like a mixture of hip-hop, dub, reggae and ska.

BI: With such eclectic genres

thrown into the mixture, which performers would you cite as your musical influences?

TM: Early on, Toots and the Maytals, The Specials, the kind of crossover of ska that came from Jamaica to the UK. There was also the hip-hop element that we were all into as kids, so Kool Keith, Beastie Boys, Wu-Tang Clan, Gravediggaz, that kind of thing.

BI: Considering you're influenced by reggae and hip-hop, you must have heard of Apache Indian?

TM: Yeah, yeah, we did a gig just before him on the jazz stage, so, yeah, we met Apache Indian. Also, I'd like to tell you who I'm wearing today, this suit is by Sanjay Cloth and Tailors of Siolim, and the material was from the Mitra Brothers, and they're great guys in Mapusa. I had a good time with them.

BI: Well, that is a cool-looking suit. Anyway, last question, and I'd like to end with a bit of a curve ball. So, coming from England, which football club do you support?

TM: Which football club? Whoever Man United is playing against! 



The Bhathena Brothers Honoured

EVERY MOTORCYCLE enthusiast worth his (or her) salt would instantly recognise the name Bhathena. From the mid-1970s to the late 1990s, there was at least one motorcycle racer bearing the Bhathena name — whether Sorab, Percy, Sheri or Aspi — on the grid of every motorcycle race held in India. They raced overseas too with Aspi, the youngest of the Bhathena brothers, being the only Indian motorcyclist to have ever competed and completed the fearsome Isle of Man TT. It was only fitting, therefore, that the brothers be honoured at the India Bike Week 2015.

SORAB BHATHENA

Sorab, born in 1945, started his racing career in 1975 at Juhu in Bombay (now Mumbai). While his racing career was relatively short-lived and shorn

of the kind of success that his younger brothers would achieve in the later years, Sorab was a tuner par excellence. The pinnacle of his tuning successes came with the Enfield Crusader 200, which he modified and turned into the fastest bike on the grid.

PERCY BHATHENA

Born in 1950, Percy started racing on a CZ Jawa 250 four-stroke factory racer but the bike was unreliable. His dream

came true when he was able to acquire and then race a 250-cc Honda Read Titan CB 72, which he had first seen in action at Lohegaon, near Pune, as an 11-year-old. He bought the bike in 1976 and rode it to victory in the

250-cc race and then to the eighth place in the Open Class at the Juhu race meet in Bombay (now Mumbai) in 1978. This was, of course, after painstaking and extensive restoration of the bike, which was bought with a severely damaged engine by Percy, brother Sheri and colleague Ashraf Sheikh. The same year Percy raced the Honda against more powerful machines at Sholavaram in Madras (now Chennai) and finished a creditable fifth. He continued racing until 1981 when he crashed at a race in Madras trying to battle it out with more powerful motorcycles in the Open Class.

Realising the futility of racing the ageing Honda against the superior dedicated modern two-stroke racers, Percy decided to call it a day. The Honda has since been restored to exhibition standards, and continues to draw large crowds of admiring spectators and win accolades wherever it is entered in Vintage and Classic bike events.

Percy, meanwhile, remains connected to automobiles and is now in charge of restoring and maintaining the large fleet of Vintage and Classic cars belonging to enthusiast Yohan Poonawalla (of Poonawalla Stud Farm and Serum Institute fame).

SHERI BHATHENA

Born in 1954, Sheri Bhathena, having been exposed to the same strain of automobile enthusiasm that was seen in the rest of the family, was

blessed with a natural grasp of mechanicals. The latter allowed him to develop into the accomplished mechanic that he is today.

Sheri started out by fixing vehicles that the family owned and often helping friends who had

problems with their cars and bikes. Finally, it got to the stage that the hobby needed to be converted into a gainful profession. Initially, Sheri and Ashraf ran a bike repair shop in partnership, where they fixed customers' bikes for a living and modified and raced bikes themselves to give meaning to their lives.

Sheri started racing bikes in Madras in 1975 on a modified Jawa, but it was in 1978 that he came into prominence, riding a modified Enfield Crusader 175 to a highly convincing victory at the Juhu race meet in Bombay. However, racing in Juhu alone was not fulfilling enough so the focus shifted to Madras, where racing was a regular annual event held on a dedicated racetrack in Sholavaram. The competition too was of a more serious nature, as was the quality of racing.

The Crusader was upgraded and converted from piston-port induction to the much more precise rotary valve system, and, Sheri's riding skills having been honed to near-perfection with experience on the Honda 250 and a Jawa CZ four-stroke factory racer, the combination became virtually unbeatable.

The Jawa factory racer was another example of both Sheri's expertise in reviving engines that others had given up on and his riding skills. He rode the rebuilt racer to victory right from 1983 to 1987. From 1984 onwards Sheri and the highly modified Enfield Crusader proceeded to make the 175-cc class their personal property right up to 1990. Sheri has been victorious on a modified 175 Enfield Fury in both Mumbai and Madras.

At present Sheri runs a highly successful bike repair shop in Pune which caters to all kinds of bikes, both Indian and imported, including scooters, on a daily basis. But he is best known for his skill in



trouble-shooting problems with the high-end superbikes of today. In fact, there are bikes from all over the country which are sent to him for unsolved problems. This itself speaks volumes for his expertise in bikes. Sheri is truly an epitome of "Mr Fix It" where bikes are concerned.

ASPI BHATHENA

The youngest of the Bhathena brothers was born in 1960 and showed a natural aptitude for all things automotive from a very early

age. Aspi's racing career was kick-started quite by accident in 1977, when he was all of 17 years. At the IARC race in Juhu, his brothers Sheri and Percy were all set to race their Jawa CZ 250 and Honda CB 72 respectively. In a bizarre twist of fate, Percy hurt his leg in an accident before the race and decided not to compete, leaving the Honda rider-



less. The Bhatena brothers switched to an impromptu Plan B that saw Sheri ride Percy's Honda while Aspi got astride Sheri's Jawa. That early dawn of Aspi's 27-year-long racing career threw up the first sign of things to come, for without any prior motorcycle racing experience whatever he finished second! He became a regular at every bike race in the country, hardly ever missing a podium finish. At the age of 22, by when he had already established himself as a bike racer, he showed his skill in working around machinery. He built an aluminium cylinder-block of an Enfield 200 two-stroke, which originally came with a cast-iron block and tiny transfer ports that weren't suitable for racing. Subsequently, he designed many expansion chambers, ignition systems and chassis for racing motorcycles in later years.

The pinnacle of Aspi's racing career came in 1987, a decade after he started racing, when he became the first Indian rider to have completed the fearsome Isle of Man

TT in 1987 astride a Honda NSR 250. And it wasn't just any finish either with his overall position being in the early 30s out of over 100 riders. The bronze replica medal that he returned with continues to be the only one ever won by an Indian. Aspi's racing career continued until 1999 when he raced his Yamaha TZ 250 one last time around the Madras Motorsport Race Track in Sriperumbudur. In doing so he also set the lap record on a two-stroke 250 around the circuit.

In 2000 Aspi made a successful transition from the world of racing to the world of automotive journalism when he joined *Overdrive* magazine as Road Test Editor. Aspi's final race took place in Australia around the MacNamara Park circuit in 2004 when he raced a Matchless G50 in a classic motorcycle race. He then moved from *Overdrive* to become part of the launch team of *Bike India*, and, since 2008, has been ably leading the *Bike India* team as the magazine's editor.



Lifetime Achievement Award: Ashraf Sheikh

ALTHOUGH THE RISE IN ENTHUSIAST MOTORCYCLING is seen as a fairly recent phenomenon, the fact is Indian motorcycling attained a very high pedigree quite early on. As a tribute to the heyday of Indian motorcycling, former motorcycle racer and *Bike India* contributor Ashraf Sheikh was honoured with the Lifetime Achievement Award at the India Bike Week 2015.

Born in March 1937, Ashraf Sheikh, after having passed the SSC examination from the Billimoria High School, Panchgani, has spent his entire adult life involved with automobiles, particularly two-wheelers.

The highlight of his rather brief bike racing career in the early 1960s was at Lohegaon, near Pune, when on a virtually stock Matchless 250 he convincingly beat the much more fancied opposition comprising Hondas and NSUs.

Opting for a career in automobiles rather than pursuing academics, he served an apprenticeship in various garages, acquiring a hard-core, hands-on experience in working on cars and motorcycles. To expand his knowledge in auto-related areas, he worked at Buckau Wolf as a balancing machine operator and then at SKF Ball Bearing Co as a tool maker.

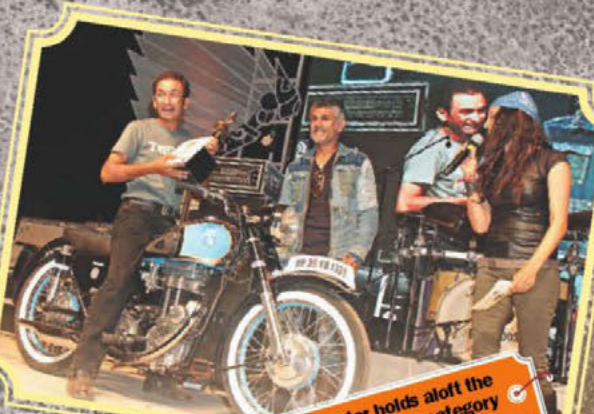
Besides running a performance-related workshop for cars and bikes, he was contracted to Bajaj Auto to modify in-house and race their M80 and GF 125-cc bikes. The programme resulted in innumerable victories. The contract extended to maintaining and racing the Kawasaki Moto-X racers. The prestigious Rodil Trophy 250-cc class was won for two consecutive years under his leadership.

Later he was engaged full-time as an R&D consultant with Kinetic Engineering.

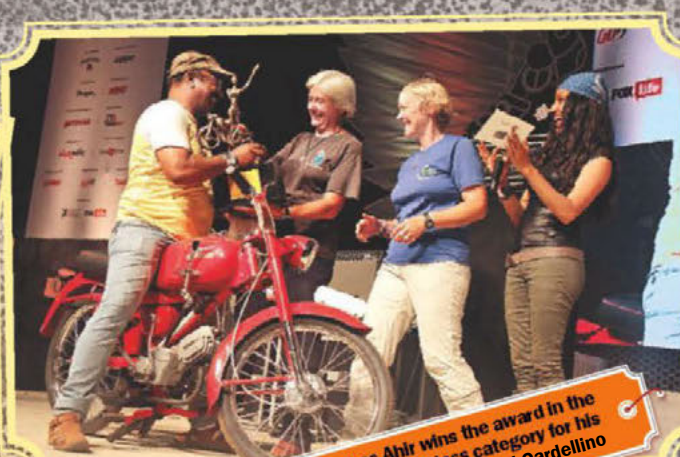
The most recent and certainly the most outstanding example of his sports car chassis design and construction skills has been the building of the entire rolling chassis, suspension and braking system for the Avanti sports car for DC Design.

His deep understanding of automobile technology and practical experience with cars and bikes made him a natural choice to serve as Road Test Editor and technical consultant initially to the *Car and Bike* magazine and subsequently to *Overdrive*, *Autocar India* as well as *Auto India*. He continues to write as a freelance auto journalist and to be involved as a consultant to interesting auto projects.

AND THE WI



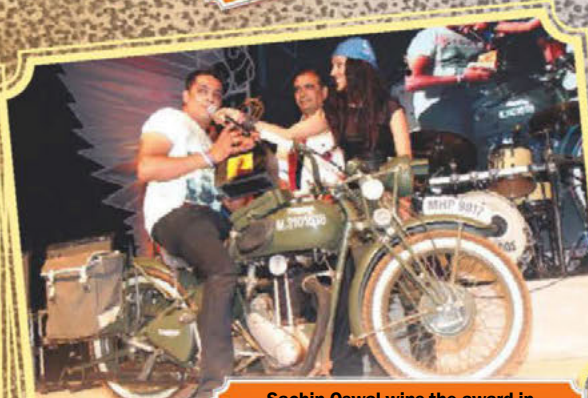
Hafeez Contractor holds aloft the award in the Post War category for his 1956 AJS 56



Suhas Ahir wins the award in the Best of Class category for his 1964 Moto Guzzi Cardellino



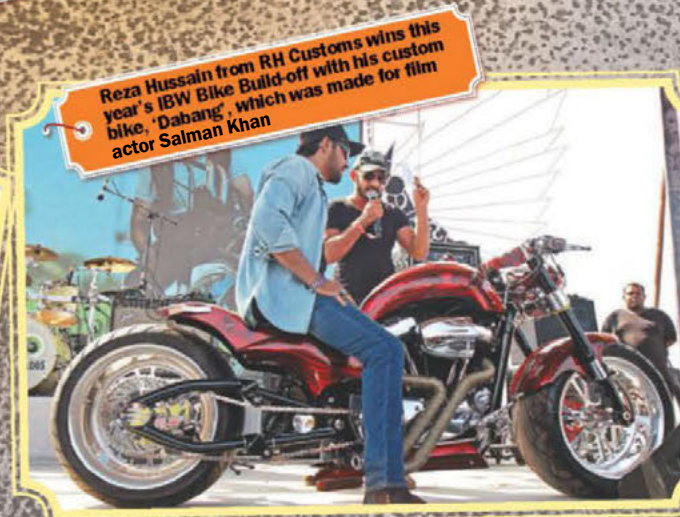
Aditya Deshmukh from Mean Green Customs wins the first place in the Mod Bike Competition



Sachin Oswal wins the award in the Pre War category for his 1939 Triumph 3HW



BOB MC with the Honour Roll award



Reza Hussain from RH Customs wins this year's IBW Bike Build-off with his custom bike, 'Dabang', which was made for film actor Salman Khan

WINNERS ARE



IBW Long Haul Award winners: Shaheen Basheer, Jerry Phillipsz and Puru Manvi



An ecstatic Somender Singh after winning the Honour Roll Award



Vijay Parmar receives the Honour Roll Award



Throttlerz take home the big one: Stunt Champions at IBW



Revival of the Ace Café

Bike India interviewed Mark Wilsmore, the man behind the revival of the historical Ace Café in London

INTERVIEWED BY: RYAN LEE

Bike India (BI): What brings you to India?

Mark Wilsmore (MW): The Ace Café is known for its rich history with motorcycles and rock 'n' roll music. After its revival in 1997, the Ace Café has not only become an attraction for bikers but tourists as well. I meet a lot of people. They always keep saying, 'Why don't you start Ace Cafés in other places as well'? So here I am in India.

BI: What do you think about IBW?

MW: IBW is a big platform and a lot of motorcycle enthusiasts and biker clubs come together to have fun, making this event what it is

today. In a similar way, a lot of riders and bikers' groups come to Ace Café, because it is like a home, a place to get together and enjoy a common passion for riding and motorcycles. This was the birth-place of the 'rockers' – a biker subculture that originated in the United Kingdom and was mainly centred on café racer motorcycles and rock 'n' roll music.

BI: What is the history behind the road near Ace Café?

MW: Ace Café was opened in 1938 as a stop-by for the traffic on the North Circular Road. Since the Café was open 24 hours, it attracted

a lot of motorcyclists. It then became a home to motorcyclists. The North Circular Road had no speed limits, giving riders a chance to crack the ton.

BI: What was the '59 Club' all about?


MW: The 59 Club was basically the youth club of the Church of England. The youth club would meet once a week at Eton Mission, where there was ample parking and a large hall with billiards, rock 'n' roll music and a coffee bar. The club was managed by the Reverend Bill Shergold, a motorcycle enthusiast himself. The 59 Club was then

adopted by the British motorcycling subculture known as the 'rockers'.

BI: How do you feel after re-opening the Ace Café?

MW: I am very happy the Ace is running again. It feels very nice to see so many people visiting and enjoying the Ace Café.

BI: Have you cracked the ton? Which was the first bike you were riding when you cracked the ton?

MW: Yes, I have cracked the ton quite a few times (smiles). The first time I cracked the ton I was riding a Yamaha RD250, followed by a visit to the hospital. 



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CHOOSE FROM AVAILABLE WIDE RANGE



Pint-sized powerhouse

Bike India spoke to Raheesh Khatri, India's youngest motocross rider. This is what he had to say about his passion and his future

INTERVIEWED BY: RYAN LEE

Bike India (BI): You love motorcycles, that's clear, but how did you choose motorcycles over cars?

Raheesh Khatri (RK): Yes, I do love motorcycles. They are my most favourite thing in the world. I used to stand in the balcony and watch people go by on motorcycles. From that time I always dreamed of riding a motorcycle when I grew up.

BI: When was the first time you rode a two-wheeler?

RK: (Smiles) My father had a Honda Dio and I used to stand in front and control the throttle while my father was riding. I was about two-and-a-half years old then. That was my first experience with a two-wheeler.

BI: How did you develop the passion for motocross?

RK: All the credit goes to my father, who has been a motocross rider himself and has taken part in many events. When I was younger, I would go and watch him race and he is my inspiration and my coach.

BI: At what age did you begin participating in events?

RK: I started taking part in events and challenges at the age of six and I still have a long way to go.

BI: What goal have you set for yourself in the near future?

RK: I am very passionate about

riding and want to become a motocross and MotoGP rider. By the age of 13, I want to take part in the Asia Cup and at 16 I wish to participate in Moto2.

BI: You are still at school. How do you get time to practise and train?

RK: My school is very supportive and allows me to take off whenever the need arises. I practise and train at the Wadala circuit, mostly on weekends.

BI: Motor sport goes hand-in-hand with crashes. Have you suffered any major injuries?

RK: I always wear the full gear while riding, but I have had over 65 falls but, fortunately, no major injuries till now. (Looks up and says, "Thank God").


BI: What bikes do you ride?

RK: I ride a Kawasaki RX-65, and KTM's 50 pro SX and PW-80.

BI: Do you have a wish-list of the bikes you would like to own?

RK: Yes, I have a dream to ride the Kawasaki H2 to college, and I would also like to have the H2R and the HP4.

BI: Is there anyone, apart from your father, in whose footsteps you would like to follow?

RK: Yes, I like Marc Marquez because he is a MotoGP and motocross rider, and I also like Arvind K P from India. 



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MANSI TRIPATHI

Bike India spoke to Mansi Tripathi during the recent IBW about Shell's contribution to this event and their future plans for the Indian market.

Here are the excerpts

INTERVIEWED BY: ASPI BHATHENA

Bike India (BI): This year Shell were one of the IBW sponsors. How did Shell come up with this plan this year?

Mansi Tripathi (MT): Last year we were doing our research as to which communities to associate our company with, which fits our brand equity. IBW is one of the biggest

platforms, which is associated with multiple riding clubs and enthusiasts. This year the crowd as well as the media coverage has grown, making it a bigger platform. This year IBW has paid more attention to enhancing power and performance, which fits with our brands image. Coming to IBW will



help associate Shell as a brand of performance, which will get eyeballs turning. The people who come to IBW are usually hard to reach out through conventional media and the television, so this is a good foundation for us to build our brand upon.

BI: What plans do you have for the company in the future and how do you propose to proceed forward?

MT: To kick things off, we are launching a new oil, GT, which is the next set of revolution in automotive lubricants. In the beginning of the second quarter

this year, we will launch a new range of scooter-specific products and also introduce specification upgrades to our existing products. India has a huge two-wheeler market and we would like to associate ourselves with bike manufactures, and on the local front tie-up with various mechanics and garages across the country.

BI: You have started a programme which involves mechanics. What is this tie-up all about?

MT: Yes, we have developed a franchise programme, called Mechanic Samvidhi. It is a flagship programme which recognises top mechanics in the country, and then we train them in the specific skill-set required and also provide emotional support as well.

BI: Is this programme available all over the country or only in certain cities?

MT: This programme is still very new, so as of now we are focusing on major cities only. As of today we have a database of 55,000 mechanics in Tier I and Tier II cities in India. As the programme catches up, our database will expand as well, including Tier III cities. In the near future this

programme will be available to mechanics across the country.

BI: What do you do once you have identified these mechanics?

MT: Once the programme has identified the mechanics, they then come for a training course to our mechanics academy. Every few month they are trained in the subject and we also help them develop their skills as well. On the emotional front, for those mechanics who associate themselves on a long-term basis, we provide health insurance, education for their children and also maintain a personal communication with them. Each of our products has a scratch coupon and an SMS code, which the mechanics can SMS and avail of points. Depending on the value of the product, the mechanic gets points, which is collected in a central database. After accumulating a certain amount of points, the mechanics are entitled to gifts such as a refrigerator, television set and other goodies. So this is basically what we are doing and this programme is still in the development stage, and is likely to grow and expand, benefiting more mechanics across the country.

BI: What sort of response has the programme received?

MT: The response has been overwhelming. The mechanics, once associated with the brand, have given positive feedback about this programme and are very happy being a part of it. No one has done this on such a large scale, so we are also happy with the progress and response that the programme has got.

BI: This Mechanic Samvidhi is a very good initiative that Shell have undertaken, but does it really reach the mechanics?

MT: When the programme was introduced, the first year we did face a lot of challenges and we did struggle at the initial stage. The distributors and the shopkeepers would use the code and collect points for themselves. But now we have overcome that problem by registering the mechanics' phone numbers. Now the SMS will only be accepted from a mechanic's registered phone number and points will be credited directly to his account. There are still a few loopholes which we are working on, but the programme was designed for the mechanics and it will benefit them.





Biking from Bengaluru for the IBW

STORY: GIRISH SHET PHOTOGRAPHY: JAI KISHOR

IT'S A HEAVEN ON EARTH for all the bike-lovers when you talk about a motorcycle meet and the recent India Bike Week (IBW) 2015 was just the place to be. So *Bike India* thought of a 'Wicked Ride' from Bengaluru to Goa and back on a Harley-Davidson Iron 883. This was made possible by the Bengaluru-based luxury bike rental company, Wicked Ride. It all started when the *Bike India* team met Anil, Vivek and Varun who had come up with the idea of renting out luxury bikes.

Now, Bengaluru to Goa is a 678-km-long ride, so we had to plan our journey accordingly. We started at seven in the morning, with the flag-off point planned near Tumkur. Cruising at about 110 km/h, we had just covered nearly 140 km and were just about settling into a nice rhythm when we ran out of fuel. With Murphy doing his job right, there were no signs of human habitation in either direction, let alone a fuel station. Saddled with a Hobson's Choice, we pushed the bike (no

mean feat that, I can tell you) for some distance in the hope of finding some solution. Luckily for us, we met a helpful villager who lent us some petrol to enable us to make it to the next fuel station. Good Samaritans still do exist, I suppose.

Bikes refuelled, we continued to "potato potato" our way towards Goa. As the day wore on, the sun started to wear us down. Rising temperatures and the extra weight of the riding gear that we all wore started to have their effect on us. Frequent rehydration stops became the norm. On the highways dehydration can be a real killer. By then we had crossed Sira, Hiriya and Chitradurga. When we reached Davangere, the weather was almost unbearable and it felt as if we had been riding for hours, though the reality was that we had only done about 268 km to our second major pit-stop.

Beyond Davangere the landscape transforms into a picture of tranquillity, with fields stretching out on either side of the highway. The

cotton plantations with the white tufts crowning the green of the fields were the most striking. By the time we reached Hubballi, our third major stopover and about 150 km away from Davangere, things had become much more comfortable with the sun sitting low on the horizon and the weather beginning to cool down. The roads around these parts, which run arrow-straight for almost a kilometre or two at a time, are some of the best surfaced and are superbly suited to cruising. Things having become more pleasant than they had been, the 102 kilometres from Hubballi to Belgaum were covered quite quickly as we rolled into the border town.

Belgaum lies in the zone of cultural transition between Karnataka, Maharashtra and Goa with a known antiquity clearly traceable to the second century AD. Due to its proximity to the States of Maharashtra and Goa, Belgaum has acquired the cultural flavour of these States and blended it with the local Kannada culture to create a rich

heritage, which is unique to this town. We spent some time here to check out the forts, temples and churches, of which there are plenty, thanks to Belgaum being located on the crossroads of three States and, therefore, as many cultures.

The route to Goa from Belgaum runs through the picturesque Chorla Ghat, essentially a part of the Sahyadri (Western Ghats) and at an elevation of 800 metres above mean sea level. Chorla Ghat boasts of a few rare species of wildlife such as the barred wolf snake in its sub-tropical forests. The Ghat also offers a brilliant riding experience with its mix of sharp hairpins and sweeping bends. By then we had already spent nine hours of saddle time and were looking at another 62 odd kilometres before we hit our destination, Goa. Once off the ghats and on to the narrow winding roads of Goa, the going slowed down considerably as we had to contend with heavy traffic. After 630 km without traffic, I have to admit it did feel annoying to be riding behind

A wicked pose by Bike India & Wicked Ride



slow-moving vehicles, especially after having kept my rear end on the saddle for close to half a day.

Such irritants, however, were quickly brushed away as we started encountering large groups of bikers on their different machines that had descended on this coastal State for the two-day motorbike

extravaganza. It was also a moment of truth for all of us. Someone once said, "It's all about the journey; not the destination". On most occasions I'd agree with that "someone". In this case, however, the ride was made more special by the destination, Goa, and the occasion – IBW 2015. **IBW**

Bike Courtesy



Riding Gear Partners



Flag-off by Wicked team - near Tumkur



Outside Belgaum Assembly - where all the political action takes place





GAINING MOMENTUM

The Momentum claims to offer the best of both worlds: on and off road. We find

WHEN ONE IS TALKING OF bicycles, one needs to get one's check-lists right. Your choice of bike has to be based on your cycling needs and living in suburbs or on city outskirts does offer numerous avenues (quite literally) in terms of cycling destinations. Avenues that comprise smooth winding roads and short, modestly challenging dirt trails.

The Momentum from Firefox seems to address my cycling needs this fine Sunday morning and the superlight 12 kg all-aluminium hybrid frame matched with the smooth-shifting Shimano drivetrain make it quite a hoot to ride. The Momentum is essentially a hard-tail hybrid that is

comfortable to ride on and off the tarmac and is available in 18" and 19.5" sizes. Colour options include charcoal black and azure blue with eye-catching decals to match.

The SR Suntour telescopic forks are equipped with lockout feature for a smooth zippy ride on metallised surface and are rightly stiffened to tackle most road undulations without jarring the bones. In case you feel adventurous, they also offer decent 63 mm of travel on moderately challenging rabbit paths with the speed lock off. The seat offers average comfort but should preferably be used with padded shorts lest we risk a sore posterior on Monday. Cassette-type Shimano

sprocket gears at the front (three of them) and rear (eight) are operated by the left and right shifter (also Shimano) respectively. The drivetrain offers 24 (3x8) gear ratios to take on the multitude of riding situations that the terrain could throw at it: uphill, downhill, free-rolling, off-road and mostly everything in between. The height-adjustable seat, front and rear axles are equipped with quick release lever for easy adjustment and puncture repair. Zoom handlebars (630 mm) with ergonomically contoured grip-ends are mounted atop the short and stocky 28.6-mm stem (also Zoom). Braking duties are performed commendably by Tektro mechanical disc brakes

Aluminium alloy frame keeps weight to a feather-light 12 kg



NEED TO KNOW

FIREFOX MOMENTUM

PRICE Rs 23,990 (Pune)

MECHANICALS

Type	Aluminium alloy hybrid
Drivetrain	Shimano derailleurs, three-speed cassette sprockets (front), eight-speed cassette sprockets (rear)
Front suspension	Suntour NEX hydraulic telescopic forks with speed lockout, 63-mm travel
Rear suspension	Rigid
Brakes	Tektro mechanical discs, Shimano levers
Wheels	Double-walled, alloy, spoked
Tyres	Kenda K184 700 x 35C
Weight	12 kg



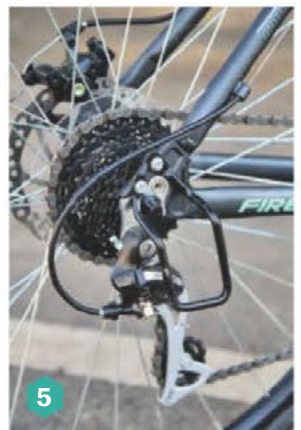
1 Tektro mechanical brakes bite on steel discs both at the front and the rear

2 The speed lock allows moderate off-road excursions

3 Top-quality Shimano shifters find their way to the handlebar

4 The seat offers middling comfort. Preferably used with padded shorts

5 Stainless steel chain and sprocket set facilitate smooth shifts



STORY: ANIRUDDHA MULGUND
PHOTOGRAPHY: ROMMEL ALBUQUERQUE

NTUM

out if the claim holds water

that offer a progressive bite on both the front and the rear wheel. These are actuated via Shimano levers. Wrapping the double-walled rims are Kenda 700 x 35C tyres that offer a Velcro-like grip on tar but make the bike a little skittish in the dirt.

Overall build quality is impeccable except for the flimsy plastic fenders which, anyway, are optional. Apart from the one nit to pick, it's been a fantastic weekend companion. At Rs 23,990 the Momentum is the top-of-the-line hybrid in the Firefox range and offers quite a bang for the buck while living up to its multi-bike characteristics. **EDGE**



Stoppies haven't been this fun since 2005

'Running cost is the biggest advantage of electric scooters'

In conversation with Sohinder Gill, CEO (Global Business), Hero Eco

INTERVIEWED BY: GAURAV NAGPAL



Bike India (BI): Tell us something about the origins of Hero Electric.

Sohinder Gill (SG): This started in 2007 when Ultra Motors of the UK were trying to enter the Indian market. They chose to partner with us (Hero MotoCorp) as they were looking for a leading player in motorcycles and they wanted to be the best in the world. They hoped to capture the market along with us, using their technology and our manufacturing facilities. We soon realised, though, that they were borrowing the technology and did not have any innovative home-grown technology. We tried to work with them for one year, but for these reasons, we ultimately decided not to proceed with the venture.

We reckoned that we were much better when it came to basic R&D on our own. So in 2008, we formally severed the arrangement and decided to enter the electric two-wheeler space on our own.

We had already done some relevant R&D in the past as one of the Munjal brothers had been pushing for electrification of bicycles. Thus we did not take much time to develop a product and our first model hit the market in late 2008.

BI: Currently, how many models of Hero electric scooters are on sale?

SG: We currently sell five models of electric scooters, plus two models of the Avior electric bicycle.

BI: How have your sales been?

SG: I cannot disclose numbers. In terms of market share, we have more than 50 per cent. However, the market size itself is very small. We have been looking forward to the announcement of the electric vehicle policy, which will be in force from 1 April 2015 onwards. The policy will be a turning point for the industry.

BI: How would you attract a prospective customer to purchase an electric scooter?

SG: As compared to petrol scooters, there are two upsides and two downsides (assuming price parity). The downsides are range anxiety and top speed, that is, in the same price range, you cannot hope to sell an electric scooter with a top speed of 120 km/h and a range of 100 km — you would need to double or triple the price, and the only batteries you could use would be lithium batteries.

On the positive side, the running cost is the biggest advantage. Also, the convenience and comfort are points that the consumer realises once he begins using the scooter. Furthermore, it has no reciprocating mass or wear-and-tear parts, as everything is just rotation with bearings. Maintenance is thus almost zero, except for electronics, which do not need maintenance and can only suffer blow-outs, and that happen right at the start if they are to happen at all.

After speaking to many two-wheeler buyers, we realised that range anxiety is largely only in the mind. A customer would use a charging station only 10 per cent of the time, and range anxiety kicks in during emergency situations; otherwise, these are charged during the night at home or during the day at the office.

BI: Any particular features of the charging and the battery that you can highlight?

SG: If you look at the charging curve for a fully discharged battery, the first 70 per cent charging takes place in 20 per cent of the time, the remaining 30 per cent happening slowly over 80 per cent of the time.

BI: How significant is pricing as a factor?

SG: Without experiencing the product, the prime concern of the customer remains price, and it is this initial price or “sticker shock” that stops him from buying the product. The new policy is expected to reduce this sticker shock and bring the prices down to a comparable, affordable range. The customer will thus positively consider the product, especially if his daily riding falls within the range limits of an electric scooter, which in fact does for most city users.

BI: Do you foresee the launch of longer-range electric scooters?

SG: It is unlikely; even if we do launch something, it will be like a flagship model, a high-end vehicle selling a few hundred units, and not really a mass-market model.

BI: What trends do you foresee in the market for electric scooters?

SG: With the passage of time, I am sure the market will expand beyond cities and to smaller towns, from where I think we will see a significant rise in volumes, especially because travel distance, top speed requirements and availability of time (to commute and to charge the vehicle) are all

conductive to electric scooters.

Electricity supply is a concern in some regions, especially with those that have power for, say, only six hours a day. However, these are primarily night-charging vehicles and power supply is not a worry during the night in most towns; even if voltage is low, our vehicles are engineered to handle it (they can start charging from just 150 V).

BI: What specific marketing initiatives have you planned?

SG: Currently, our activities are restricted to the field level, that is, getting a user to experience the product. We stopped advertising on print and television a few years ago, and that is how we have survived — at the current price level, spending 10 rupees would lead to not even one paisa increase in sales. To facilitate the user experience, we have 250 dealer ambassadors as well as our sales staff, who are given a lot of motivation and support (financial or otherwise) to ensure they achieve the target demo. Each A-class dealer must do 12 big demos in a year, with “big” implying at least five to six days and a large market area where some discounts or other motivation are given.

With the announcement of the new policy, we expect the floodgates to open and to see a lot of advertisements, as the risk-to-reward equation will change. We have our own plans in place and we have been waiting for the past six months to see when we can implement those.

BI: Who are the significant players in the electric two-wheeler market in India?

SG: Hero Electric is the leading player, and the rest are more or less at the same level.

BI: What trends and prospects do you foresee for the market as a whole?

SG: Across the world, there is a threshold pricing level, below which sales are negligible and above which they are good. The new policy will help to take care of the sticker shock, and I am more than confident that the policy will serve the industry well. The ministries are currently working hard towards finalising smaller details like reimbursing the subsidy — for instance from 1 April onwards the subsidy amount will be reimbursed to the customer by the seller, and from 1 June onwards the sellers will be reimbursed by the government.

BI: What specific policy support measures does the industry need?

SG: The Central government has assured three types of support:

1. Direct subsidy
2. Charging infrastructure
3. Supporting R&D efforts of the companies

Specific to R&D, there is a consortium working on technologies as yet unavailable in India, such as batteries, motors and power technology. The parties involved will be a government agency, one partner, and representation from consumers too. They aim to bring out basic technology adaptable to Indian needs, and not to reinvent the wheel. The target is to get into prototyping within 12 months. Up to 50 per cent funding support will be given by the government.

BI: For the consumer, how exactly will the subsidy reimbursement work?

SG: The formula is that, say, there is an electric vehicle and an equivalent petrol vehicle, with the price of the former being higher than that of the latter by “x”. The government is ready to reduce a third of that amount, and this will be paid directly to the customer at the point of purchase. The final payment from the customer will be after accounting for the subsidy amount. This will be mentioned in the invoice, which will then go to the Ministry of Heavy Industries, and will then collectively be reimbursed to the manufacturer.

BI: What are your thoughts on the VAT regime?

SG: VAT is killing the industry; it is supposed to be zero as per a three-year-old gazette notification. Unfortunately, only a few States are following this, and others are charging VAT as per their wishes. We hope this will be corrected with GST and, in the meantime, the “rogue” States bring VAT down to more reasonable levels. We hope that in 2016, we will see some positive action on this front.

BI: Any other policy changes you would like to see?

SG: There is a differential (reduced) duty on components that are not manufactured indigenously. This is scheduled to run till 31 March 2015, and we hope to see it extended for another three years, which will allow the consortium to develop more indigenous components. We are also pushing for a higher import duty for indigenously manufactured items, that is, we would like to promote the import of only the critical items.

BI: What are your company's future product plans?

SG: The electric motorcycle will be launched in 2017; in that time, we will also be launching two high-speed electric scooters. We will never work for cars or quadricycles. We did start thinking about electric rickshaws and are waiting to see the final regulations for this segment.

“VAT is killing the industry; it is supposed to be zero as per a three-year-old gazette notification”



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WELCOME TO BI GARAGE

Sporty Tourer

THE HERO KARIZMA ZMR IS THE LATEST ENTRANT INTO THE Bike India garage. The styling of the new Karizma ZMR is unique. Compared to its predecessor, which used to be slim, the new ZMR has a massive fairing and tank shrouds, which endow it with a much bigger presence on the road. Actually, I've lost count of how many heads turned to take a second look at it ever since I started riding this motorcycle. The bike that came to us was not brand-new, having already clocked over 4,000 kilometres on the odometer and, going by the tell-tale marks, suffered a few mishaps as well. As of now there is a slight problem with the clutch which I propose to get rectified at the time of the bike's service and also see if other minor niggles can also be put right. Overall, the Karizma ZMR is the most powerful motorcycle in our long-term fleet of motorcycles and is definitely an attention-grabber on the road.

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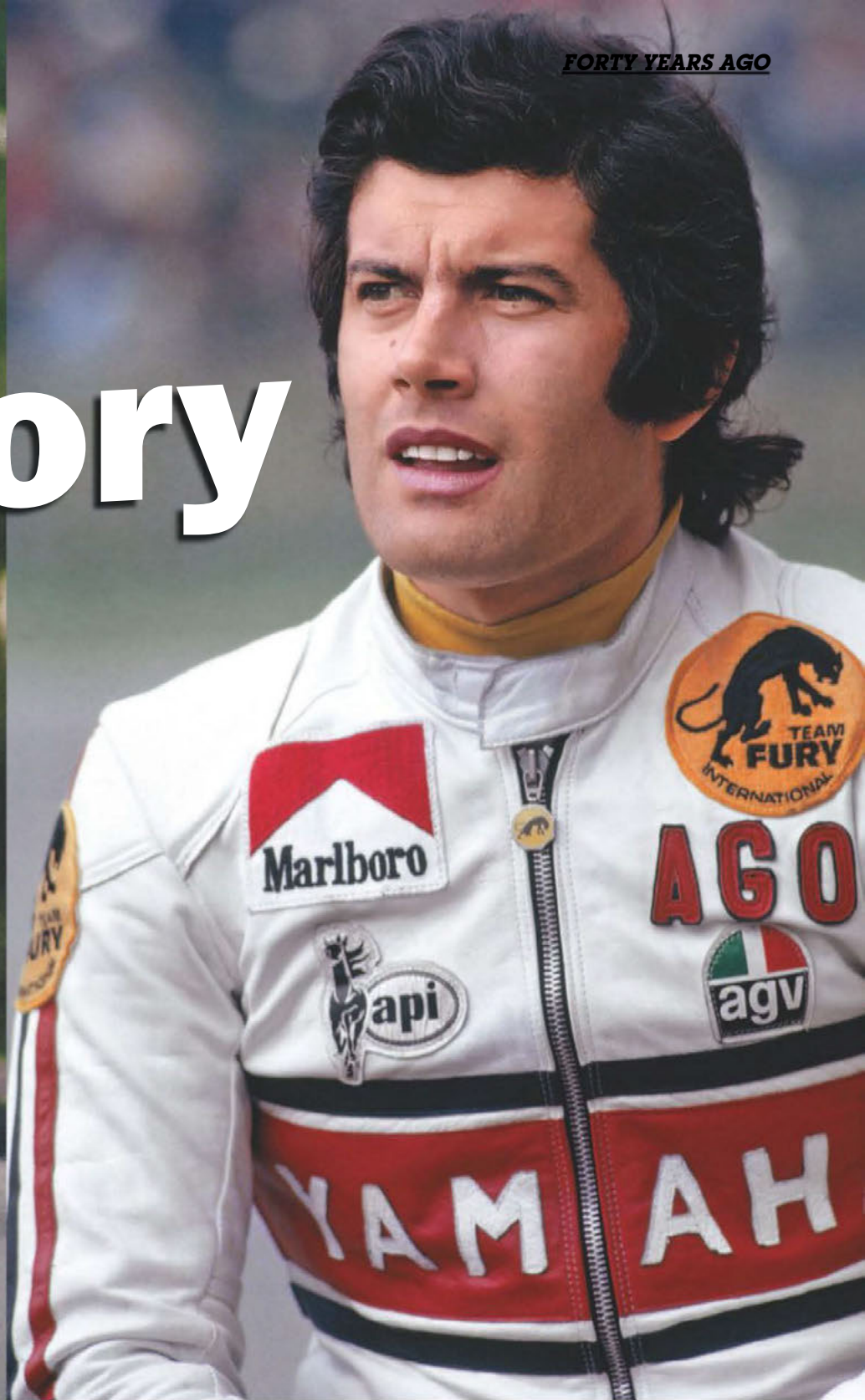
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to History

How Giacomo Agostini escaped from MV to make history with Yamaha as the first two-stroke premier-class champion 40 years ago this summer

REPORT: MAT OXLEY PHOTOGRAPHY: DPPI, YAMAHA AND MAC MACKAY ARCHIVES



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GIACOMO AGOSTINI KNEW the writing was on the wall. When Yamaha's first 500 arrived in Europe in April 1973, MV Agusta's superstar was prepared to do anything and everything to beat Jarno Saarinen and his OW19 at the Circuit Paul Ricard season-opener. Trouble was, anything and everything weren't enough. Halfway through the race, Ago pushed too hard trying to keep up with the speedy stinkweel and crashed, leaving Saarinen to ring-a-ding-ding his way to a historical victory.

However, the inevitable ascendancy of the two-stroke wasn't the only reason Ago made the move that stunned the racing world. Since the death of Count Domenico Agusta in 1971, MV had been run by the Count's dodgy nephew, Riccardo 'Rocky' Agusta. The two Italians didn't get on, and, even worse, Rocky and Ago's team-mate, Phil Read, were best mates. "Rocky liked to be the big boss — I'm Count Agusta, I'm the team owner" — I think he was jealous of me," explains Ago. "Also, Phil wanted to be friends with Agusta,

so he always told them the bikes were fantastic, even when they weren't."

The Read/Ago relationship was so toxic that some joker at Yamaha's Amsterdam HQ applied a Read sticker to the inside of the workshop toilet bowl. "Poor old Phil, he got s*** on, on a regular basis, that's how bad the animosity was," recalls Ago's mechanic, Mac Mackay. "To say the tension was high is an understatement. The mind games were really heavy, a bit scary at times. I had to show solidarity by not talking to Phil."

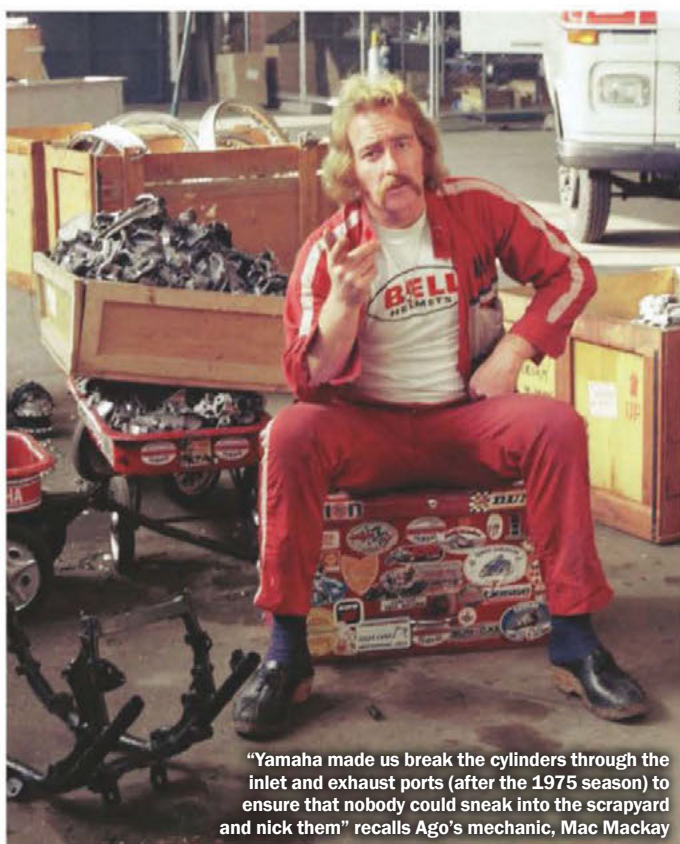
Yamaha's European racing boss, 1970 250 world champ Rodney Gould, had been chasing Agostini's signature since 1971, trying to lure him away from MV, where he had won every 500 title since 1966. Gould suspected Ago was looking for a way out. "Primarily he knew it was over for the four-strokes," says Gould. "But also he didn't like Rocky, who was just a playboy. Rocky didn't know anything about anything, all he was good at was spending money."

At first, Ago resisted Gould's advance. "In 1971 I thought it was too early to race a two-stroke —

they were always seizing engines," adds Ago. "But by 1973 I could see that all the two-strokes were getting faster and safer, while it was very difficult to find more horsepower with the four-stroke, so it was time to change."

Ago's defection — to replace Saarinen, killed at Monza in May 1973 — was announced in December, some months after Mackay had received a phone call from Gould. "I couldn't believe it when Rod told me Ago was leaving MV," adds Mackay. "And it was the way he said it, like something out of a John Le Carré novel."

Immediately after inking his contract with Gould, Ago flew to Japan. At Yamaha's Fukuroi test-track he had a sneaky go on the OW20, even though he was still under contract to MV. "He had an hour on the bike and told the engineers he thought the steering head was too steep — the bike was shaking its head a bit," remembers Gould. "The next day he rode it again. Ago said, 'It's much better now. What did you do?' They said, 'We made a new frame'. 'How did you do that,' asked Ago. 'Well, there are 24 hours in a day,'



"Yamaha made us break the cylinders through the inlet and exhaust ports (after the 1975 season) to ensure that nobody could sneak into the scrapyard and nick them" recalls Ago's mechanic, Mac Mackay

WAS YAMAHA'S FIRST 500 WIN ILLEGAL?

YAMAHA'S 500 FOUR MAY HAVE BEEN THE BIKE THAT ended the four-stroke's premier-class reign, but it wasn't the first Yamaha to win a 500 Grand Prix. That honour went to Chas Mortimer, who won the 1972 Montjuich Park 500 GP on an over-bored TZ350.

MV had already wrapped up the title, so they were absent from the season-ending Barcelona event, leaving Mortimer to comfortably win the race. Dave Simmonds took second on his Kawasaki H1R and Jack Findlay was third on a Suzuki TR to complete the first all two-stroke premier-class podium. However, Mortimer, who was an official Yamaha rider at the time, still isn't sure that his bike was legal.

"The bike was fitted with factory cylinders which brought the capacity out to 354 cc," says Mortimer, the only rider in history to win 125, 250, 350 and 500 GPs and an F750 race. "During practice the engine seized and we didn't have a spare cylinder, so my mechanic fitted a standard 350 cylinder and we never thought anything more about it, because I certainly didn't expect to win the race. As we were mounting the rostrum, Dave Simmonds asked me if my bike was bored out to the 351-cc minimum, and I told him the story, explaining that we didn't really know. Dave was a super guy and, to his great credit, he didn't lodge a protest. To this day I truly don't know what the capacity was. I think it was probably just over 350 cc but it might not have been the 351 cc required to make it legal."

We have done our sums and it's not good news. Mortimer's bike used one 354-cc cylinder of 177-cc and another 347-cc cylinder of 173.5-cc, which makes a total of 350.5 cc. But who knows what the exact numbers would have been had the scrutineers measured the engine?



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they replied. Ago was amazed, he said that would've taken a month at MV.”

In spite of good omens and optimism, Agostini's decision to go two-stroke did turn out to be a little premature. During 1974 he was plagued by engine seizures, and not only his own. He might well have won the title in his first year with Yamaha if Barry Sheene's Suzuki RG hadn't seized and taken him out at Anderstorp, sidelining him for the rest of the season. Saarinen had lost his life in similar circumstances, when Renzo Pasolini's two-stroke Harley seized ahead of him at Monza.

“The Yamahas weren't ready when we got them at the start of 1974,” adds Mackay, who worked mostly on Agostini's 350 twins. “When we got to the Salzburgring I had to weld up about 30 cranks because the flywheels were moving on the crankpins. The 500 was bad but nowhere near as bad as the 350 which vibrated so bad, it'd wear holes in your hands. There wasn't a single race in 1974 when I didn't have to weld up the 350's chassis. But the bikes kept getting better. They used to test with Ago every week – test, test, test

– and the flow of new parts never stopped.”

Mackay and his fellow mechanics did everything they could to avoid seizures. “We used to sand all the pistons, cross-hatching them with sandpaper, so they'd be smooth but not too smooth, because they needed to carry the oil.”

Engine seizures and wonky cranks weren't the OW20's only problems. While Europe struggled in the wake of the 1973 oil crisis, which quadrupled the price of petrol in six months, the OW drank fuel at a ruinous rate: 11 miles per gallon (3.9 km/l).

“The combustion chambers always showed the engine was running miles too rich,” says Nobby Clark, who fettled Ago's 500s. “They were running it rich to be safe, but it didn't have to run it that rich to be safe. Eventually, I said if we've got to run these big jets, let's try softer plugs, which helped the performance so much it was unreal, but it didn't help the fuel consumption.”

The in-line four engine was so thirsty that Ago ran out of fuel at Imola in 1974 and the only way Yamaha could make race distance at Spa was by

fixing an eight-litre tank in the seat to supplement the 35-litre main tank, which made the bike ridiculously heavy.

By 1975 Yamaha had overcome most of the problems. The OW26 was 20 kilos lighter, drank less fuel and had a monoshock rear end. Another huge improvement was Yamaha's first cassette-type gearbox. The OW had a narrow powerband — about 2,000 RPM, despite reed-valve induction — so there was plenty of juggling alternative gearbox ratios. And each change of ratios required a full, five-hour engine strip.

“You've no idea how many all-nighters we did at races,” recalls Mackay. “Friday nights we'd invariably work all night and then on Saturday until two or three in the morning. A couple of the mechanics got pleurisy [a nasty lung condition], just through overwork. It was murderous.”

In the end, Yamaha had to limit the number of ratio changes. “There were times when we made two changes in a day,” adds Clark. “At Assen Masayasu Mizoguchi [Yamaha's race boss] told Ago, ‘This is the last time we change the ID

Ago and Hideo Kanaya make the perfect start to the 1975 season with a one-two finish at Circuit Paul Ricard





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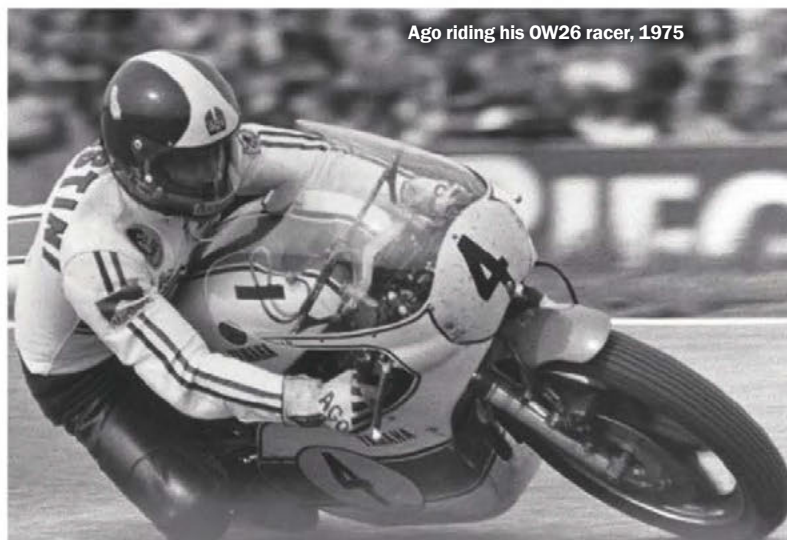
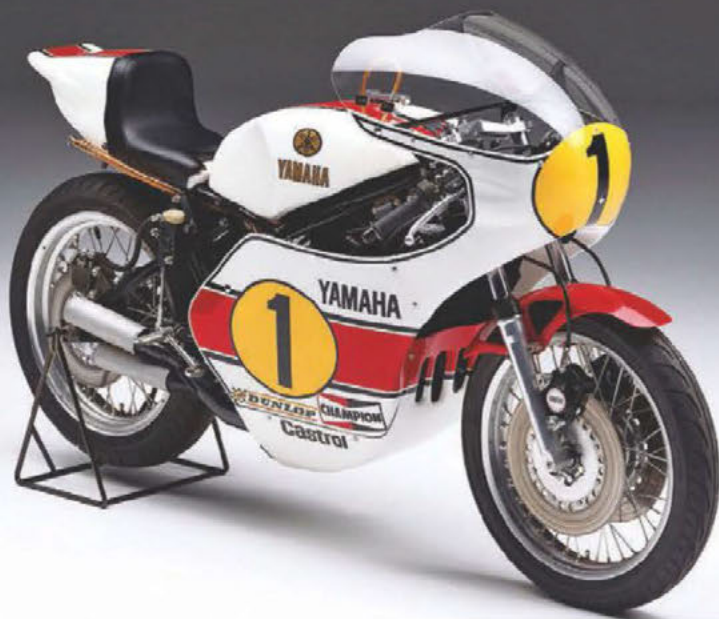
YAMAHA'S OW26 HISTORY-MAKER

THE FIRST YAMAHA 500 FOUR JARNO SAARINEN rode in Japan in January 1973 had a straightforward piston-port engine. But after several days at Fukuroi the Finn decided the engine was too peaky. Yamaha had an easy way round this problem. In 1972 the YZ250 had won the marque's first motocross GP, using reed-valve induction. The race shop quickly applied this technology to the OW19 and Saarinen duly won the bike's very first race.

Reed valves weren't the only tried and trusted parts used on the OW. The in-line four engine was essentially two TZ250s in a common crankcase, with two cylinder-blocks and two crankshafts. The OW26 was quick, but not that quick. Even during 1975 the engine made less than 100 horsepower, so it wasn't a million miles faster than the MV. However, while the MV four-stroke had reached the end of its development curve, the OW was only just beginning.

Yamaha had achieved a giant leap forward towards the end of the 1974 season by adopting another piece of motocross tech: its Monocross rear suspension, which Hakan Andersson had used to win Yamaha's first motocross world title in 1973. The laid-down single shock allowed a much longer stroke for better road-holding and improved traction.

Yamaha withdrew its factory 500 team after 1975 to focus on creating a faster piston-port 500, which Kenny Roberts rode to a hat-trick of titles from 1978. After that Yamaha tried disc-valve square fours and V4s without success, before hitting the jackpot in 1984 with the reed-valve V4. From there the YZR went essentially unchanged until 500s were legislated out of existence by MotoGP's 990-cc four-strokes.



Ago riding his OW26 racer, 1975

gearbox because tomorrow there won't be time; so you better go away and think about it, come back and let us know.' Ago came back and said, 'This is what I want', and it turned out he was right."

Strengthened by the knowledge gained during their first full 500 season, Yamaha made a perfect start to 1975: Agostini and team-mate, Hideo Kanaya, taking a one-two at Ricard, well ahead of Read. But then things went awry. The seizures returned, stopping Ago at the Salzburgring and at Spa. "Both times it seized a piston and we never knew why; very strange," says Mackay.

With three of the 10 rounds remaining, Ago led Read by just three points. Then another disaster occurred at Anderstorp, where Ago was sidelined by a flat tyre. With two races to go, Read was ahead on points for the first time. Riding like a man possessed, the Briton led the penultimate race at Imatra, only to DNF with a broken magneto. A month later at Brno he won the season finale and ended the year with 12 more points than Ago. However, each rider's best six results counted, which gave Ago the crown by eight points.

This success, his final world title, was almost certainly his greatest, because he didn't enjoy the performance advantage he had enjoyed during his MV years. Although some people question the Italian heartthrob's abilities, Mackay has no doubts at all about his talent.

"I don't think Ago got the credit he deserved for riding. Maybe, he was a bit past his best when he came to Yamaha, but I'd already seen him ride at the TT - f***** hell, that was a sight to behold! He was everything a racer should be. He looked after his condition, he knew everything there was to know about the bike and he left no stone unturned trying to make it better. He used to sit there for hours with Mizoguchi. It was brilliant working for him because he wanted to know everything you were doing, which showed real interest. And if we had to work through the night, he'd never go to bed without coming to see us, then he'd organise someone to come in with sandwiches and coffee at one in the morning. It was a real tight team, everyone helped everyone else. And Mizoguchi never left us, even if we worked till five or six in the morning. Ago's intelligence kept him up there because he could get the best out of the bike and his determination to beat the MV made up for being a bit over the hill." **END**



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British Glory

The opening round of the 2015 WSBK season was dominated by British riders who gave a thrilling and sensational performance in both the races

REPORT: RAVI CHANDNANI PHOTOGRAPHY: DPPI



RACE ONE

Nail-biting action, cut-throat competition and veterans slugging it out for supremacy on Australia's famous racetrack, the Phillip Island Circuit, was the scene from the opening round of 2015 WSBK season where British riders, new and old, dominated both the races. The drama unfolded as soon as the lights went out. Jonathan Rea, who moved to Kawasaki from Honda this year, made his move right at the beginning by pulling away to take the lead. However, Rea was not alone in his pursuit for the number one spot. Behind the veteran were ace racers Leon Haslam of Red Devil's Roma Aprilia — yes, Haslam has moved to Aprilia — and Ducati's very own Chaz Davies.

These three riders were right at the front throughout the race. Rea led most of the time, but on lap 13 it was Haslam who slipped past Rea to take the lead for a brief period. However, Rea made a quick comeback when Haslam was pushed out of the track and on to the grass which gave Rea the lead as Haslam was now running fourth. Chaz Davies also put up a tough fight for the lead, but he couldn't

match the pace of both Rea and Haslam.

With the action heating up and the gap between the top three riders decreasing with each lap, it all came down to the final lap where Rea and Haslam were neck-and-neck for the win. As they approached the finishing line, both were almost parallel. However, Rea managed to edge Haslam out by just 0.039 seconds and secure the first win of the season. Team Kawasaki Racing and Rea opened their account with a win in race one. Meanwhile, Haslam and Aprilia had to be content with a second-place finish. The final spot on the podium went to Chaz Davies and Ducati.

Special mention also needs to be made of the Spanish rider, Jordi Torres, a rookie who proved his mettle by slowly making his way up the ladder and even coming close to being on the podium. He eventually finished fourth, a well-deserved spot.

Meanwhile, three-time WSBK champ Troy Bayliss also made a comeback to WSBK at Phillip Island, riding a Ducati but he could only manage to finish in the 13th position.

RACE TWO

With race one victory under his belt, Rea was hoping for a double win at Phillip Island and, as the lights went out, it seemed that he might be able to achieve just that. However, Leon Haslam and Chaz Davies were following him like a shadow. For the first seven laps Rea held on to the lead, but on lap eight WSBK rookie Michael van der Mark surprised everyone by overtaking Haslam, Davies and others in his way to challenge Rea. As the action intensified, Michael van der Mark finally made his move to overtake Rea and snatch the lead from him. He maintained the lead for a good five laps before Haslam and Davies mounted an attack to take the top spot. Eventually, it was Haslam who managed to slip into the lead followed by Rea in second and Davies in third.

As the race entered the final stages, the battle between Rea and Haslam escalated. Both kept exchanging the lead and even Davies managed to slip past them on lap 20. Nevertheless, Rea and Haslam were able to push Davies back to third to slug it out for the lead on the final two laps. The picture-perfect moment came when Rea's hopes of a double win were crushed by a charging Haslam. Exiting the last corner, Haslam had slightly better pace as he just managed to stay ahead of Rea to cross the line by just 0.010 seconds.

With Rea winning race one and Haslam race two, both are now tied at 45 points each, but then this is just the beginning of the season and there is a long way to go. Since the start has been so exciting, we may expect the event to get even more so as the season unfolds. **BIKE**



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HOW IT ALL WORKS

All the segments COLOUR CODE

Motorcycles Scooters Electric Scooters



MOTORCYCLES

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APRILIA

www.aprilia.com

MANA

**We Say:** The only lightweight motorcycle with an automatic transmission.**Also See:** No options yet.

Mana 850 GT ABS	15.65 lakh	839.9	76/8000	73/5000	A/7	218	NA	NA	16	NA	✓	✓	✓	NA	NA
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DORSODURO

**We Say:** An absolute hoot of a dual-purpose bike.**Also See:** BMW R 1200 GS

Dorsoduro 1200 ABS	18.07 lakh	1197	130.5/ 8700	115/7200	6	NA	NA	NA	15	NA	✓	✓	✓	NA	NA
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CAPONORD

**We Say:** NA.**Also See:** Ducati Multistrada 1200, BMW R 1200 RT

1200 ABS	19.60 lakh	1197	125/8250	114/6800	6	NA	NA	NA	24	NA	✓	✓	✓	NA	NA
1200 ABS Travel	21.69 lakh	1197	125/8250	114/6800	6	228	NA	NA	24	NA	✓	✓	✓	NA	NA

TUONO

**We Say:** NA.**Also See:** Benelli TnT 1130R, Honda CB1000R, Triumph Speed Triple, Yamaha FZ1

V4R APRC ABS	19.99 lakh	999.6	170/11500	113/9500	6	185	NA	NA	18.5	NA	✓	✓	✓	NA	NA
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RSV4

**We Say:** NA.**Also See:** BMW S 1000 RR, Honda CBR 1000RR, Yamaha YZF-R1, Suzuki GSX-R 1000, Kawasaki Ninja ZX-10R

R APRC ABS	20.42 lakh	999.6	184/12500	117/10000	6	186	NA	NA	18.5	NA	✓	✓	✓	NA	NA
Factory APRC ABS	24.73 lakh	999.6	184/12500	117/10000	6	181	NA	NA	18.5	NA	✓	✓	✓	NA	NA



BAJAJ AUTO

www.bajajauto.com

CT 100

**We Say:** Affordable and frugal commuter.**Also See:** Hero HF Dawn, Honda CD110 Dream, TVS Star City

CT100	41,033	99.27	8.2/7500	8.05/4500	4	109	NA	NA	10.5	NA	×	×	×	NA	NA
CT100 (Alloy)	44,305	99.27	8.2/7500	8.05/4500	4	109	NA	NA	10.5	NA	✓	×	×	NA	NA

PLATINA

**We Say:** Reasonably decent looks mated to the CT100's frugal genes.**Also See:** Hero Splendor NXG, TVS Star City, Yamaha YBR 110

Platina 100	44,134	102	8.2/7500	8.6/5000	4	107	9.91	89.5	13	72.25	✓	×	×	May 06	★★★★☆
Platina ES	51,411	102	8.2/7500	8.6/5000	4	108	NA	NA	11.5	NA	✓	✓	×	NA	NA

DISCOVER 100

**We Say:** Good commuter, high frequency handlebar vibrations.**Also See:** Hero Splendor NXG, TVS Star City, Yamaha YBR 110, Honda CB Twister

Discover 100 4G	52,574	102	9.3/8000	9.02/6000	4	114	NA	NA	9.5	NA	✓	✓	×	NA	NA
Discover 100M (Disc)	55,808	102	9.3/8000	9.02/6000	4	114	NA	NA	9.5	NA	✓	✓	×	NA	NA
Discover 100T	58,344	102	10.2/9000	9.2/6500	5	121	7.5	100.3	10	56	✓	✓	×	Feb 13	★★★★☆

DISCOVER 125

**We Say:** A definite improvement over the previous model in terms of refinement and performance.**Also See:** Hero Super Splendor, TVS Phoenix, Honda Shine

Discover 125M	59,823	124.6	11.5/8000	10.8/6000	5	118	5.96	98.45	7.2	68.25	✓	✓	×	May 14	★★★★☆
Discover 125T	63,309	124.6	11/8000	10.8/5500	5	118.5	6.25	103.7	7.2	68.25	✓	✓	×	NA	NA
Discover 125ST	63,886	124.6	11/8000	10.8/5500	5	118.5	6.25	103.7	7.2	68.25	✓	✓	×	May 11	★★★★☆

	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
DISCOVER 150															
We Say: Commuter with poke. Also See: Hero Glamour, Yamaha SZ															
Discover 150S	64,369	144.8	14.5/8500	12.75/6500	5	129	NA	NA	10	NA	✓	✓	X	NA	NA
Discover 150F	68,774	144.8	14.5/8500	12.75/6500	5	130	NA	NA	10	NA	✓	✓	X	NA	NA
PULSAR 135															
We Say: Nice and nimble, good looks and four-valve technology, a first from Bajaj. Also See: Honda CBF Stunner															
Pulsar 135 LS DTS-i	70,826	134.66	13.5/9000	11.4/7500	5	122	5.18	112.1	8	63.75	✓	✓	X	Jan 10	★★★★★
PULSAR 150															
We Say: Good fusion of performance, efficiency and looks. Also See: Hero Xtreme, Honda CB Trigger, Suzuki GS150R, TVS Apache RTR160															
Pulsar 150 DTS-i	78,701	149.01	15.06/9000	12.5/6500	5	143	5.4	115	15	55	✓	✓	X	May 10	★★★★☆
PULSAR 180															
We Say: Great performance, stunning looks and the good ol' edgy box. Great value though. Also See: TVS Apache RTR180															
Pulsar 180 DTS-i	82,272	176.80	17.02/8500	14.22/6000	5	147	4.98	117.5	15	51	✓	✓	X	Jun 09	★★★★☆
PULSAR 200															
We Say: Value for money, a modern bike for under a lakh of rupees. Also See: KTM 200 Duke, Hero Karizma ZMR															
Pulsar NS 200	Rs 1.01 lakh	199.5	23.52/9500	18.3/8000	6	145	3.83	133	12	44.5	✓	✓	X	Aug 12	★★★★★
PULSAR 220															
We Say: More power at lesser price translates into great value for money. Also See: Hero Karizma ZMR, TVS Apache RTR 180, Yamaha YZF-R15															
Pulsar 220 DTS-i	95,859	219.9	21.04/8500	19.12/7000	5	152	4.7	132.5	15	42.25	✓	✓	X	Jul 09	★★★★★
AVENGER															
We Say: Powerful and torquey, great combo of style and value. Pillion seat should have been more comfortable. Also See: No alternatives yet															
Avenger 220 DTS-i	90,287	219.9	19.03/8400	17.5/7000	5	154.5	4.8	118	14	34	X	✓	X	Sep 10	★★★★☆
BMW MOTORRAD www.motorrad-deutschemotoren.in															
TOUR															
We Say: Among the most powerful and refined touring bikes available today. Also See: Kawasaki Ninja 1000, Aprilia Caponord 1200, Moto Guzzi Sport, Honda GL1800 Gold Wing															
R 1200 RT	22.95 lakh*	1170	110/7750	120/6000	6	263	NA	NA	25	NA	✓	✓	✓	NA	NA
K 1600 GT	27.00 lakh*	1649	160/7750	175/5250	6	332	NA	NA	24	NA	✓	✓	✓	NA	NA
K 1600 GTL	29.65 lakh*	1649	160/7750	175/5250	6	348	NA	NA	26.5	NA	✓	✓	✓	NA	NA
ENDURO															
We Say: Arguably the best all-round motorcycle there is. Also See: Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger Explorer															
R 1200 GS	18.60 lakh*	1170	125/7750	125/6500	6	238	NA	NA	20	NA	✓	✓	✓	NA	NA
R 1200 GS Adventure	20.75 lakh*	1170	125/7750	125/6500	6	260	NA	NA	30	NA	✓	✓	✓	NA	NA
ROADSTER															
We Say: NA. Also See: Aprilia Tuono V4R, Benelli TnT 1130R, Kawasaki Z1000, Moto Guzzi Griso, Triumph Speed Triple.															
R nineT	23.50 lakh*	1170	110/7550	119/6500	6	222	NA	NA	18	NA	✓	✓	✓	NA	NA
R 1200 R	16.65 lakh*	1170	110/7500	119/6000	6	227	NA	NA	18	NA	✓	✓	✓	NA	NA
S 1000 R	25.00 lakh	999	160/11000	112/9750	6	183	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 R	19.20 lakh*	1293	175/9250	140/8250	6	243	NA	NA	19	NA	✓	✓	✓	NA	NA

* ex-showroom

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
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SPORT

We Say: NA.

Also See: Aprilia RSV4, Honda CBR 1000RR, Suzuki GSX-R 1000, Yamaha YZF-R1, Kawasaki Ninja ZX-10R, ZX-14R

S 1000 RR	21.10 lakh*	999	193/13000	112/9750	6	202	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 S	21.95 lakh*	1293	177/9250	140/8250	6	245	NA	NA	19	NA	✓	✓	✓	NA	NA



DSK BENELLI

www.dskbenelli.com

TNT 300

We Say: Extremely well-balanced entry twin-cylinder motorcycle.

Also See: Kawasaki Z250, KTM 390 Duke

TnT 300	2.83 lakh*	282	37/11500	26.5/10000	6	185	NA	NA	16	NA	✓	✓	×	NA	NA
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TNT 600

We Say: Rather affordable four-cylinder street and touring machines.

Also See: Triumph Street Triple, Kawasaki ER-6n, Ninja 650, Hyosung GT650N, GT650R

TnT 600i	5.15 lakh*	600	85/11500	54.6/10500	6	205	NA	NA	15	NA	✓	×	×	NA	NA
TnT 600 GT	5.62 lakh*	600	85/11500	54.6/10500	6	208	NA	NA	27	NA	✓	✓	×	NA	NA

TORNADO NAKED TRE

We Say: Red-blooded three-pot Italian muscle bikes.

Also See: Ducati Streetfighter, Kawasaki Z800, Z1000, Triumph Speed Triple, Yamaha FZ-1

TnT 899	9.48 lakh*	898	122/9500	88/8000	6	202	NA	NA	16	NA	✓	✓	×	NA	NA
TnT 1130R	11.81 lakh*	1131	129/8500	110/5250	6	202	NA	NA	16	NA	✓	✓	×	NA	NA



DSK HYOSUNG

www.dskhyosung.com

GT250R

We Say: 250 V-twin that is dated now.

Also See: Honda CBR 250R, Kawasaki Ninja 300, KTM RC 390

GT 250R	3.14 lakh	249	28/10000	22/8000	5	188	4.02	140	17	NA	✓	✓	×	Jun 12	★★★★☆
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GT650N

We Say: NA.

Also See: Kawasaki Ninja 650, Triumph Street Triple

GT 650N	4.36 lakh	647	74/9000	60.9/7500	6	208	NA	NA	17	NA	✓	✓	×	NA	NA
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GT650R

We Say: A good V-twin sports bike however, a bit costly.

Also See: Kawasaki Ninja 650, Triumph Street Triple

GT 650R	5.30 lakh	647	74/9000	60.9/7500	6	215	2.61	NA	17	NA	✓	✓	×	Mar 11	★★★★★
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AQUILA

We Say: The only 250cc V-twin cruiser in India.

Also See: Royal Enfield Thunderbird 500

GV250 Aquila	3.08 lakh	249	26.5/9500	21.7/7000	6	167	NA	NA	14	NA	✓	✓	×	NA	NA
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AQUILA PRO

We Say: A big improvement over the ST7 and good value for money.

Also See: Harley-Davidson Street 750 and 883 Superlow










GV650 Aquila Pro	5.79 lakh	647	75/9000	62.1/7500	5	240	NA	NA	16	NA	✓	✓	×	NA	NA
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ST7

We Say: A good cruiser but pricey.

Also See: Harley-Davidson Street 750 and 883 SuperLow

ST7	6.60 lakh	678.2	58.5/8000	57.3/7500	5	244	3.09	167	18	NA	✓	✓	×	Apr 10	★★★★★
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	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
 DUCATI www.ducati.com															
SCRAMBLER															
 We Say: NA. Also See: Hyosung GT650N, Kawasaki Ninja ER-6n, Triumph Street Triple															
Icon	6.38 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Urban Enduro	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Classic	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Full Throttle	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
MONSTER															
 We Say: Light and nimble, a good buy. Also See: Aprilia Tuono V4R, Benelli TnT, Kawasaki ER-6n, Triumph Street Triple, Speed Triple, Yamaha FZ1															
795	6.99 lakh*	803	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	NA	NA
796 ABS	7.99 lakh*	803	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	Mar 11	★★★★★
821 Dark	9.00 lakh*	821.1	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	NA	NA
821	9.50 lakh*	821.1	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	NA	NA
1200	19.86 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
1200 S	24.33 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
HYPERMOTARD															
 We Say: A tall road bike with handling of a supersports. Also See: Aprilia Dorsoduro															
Hyperstrada	11.01 lakh*	821.1	110/9250	89/7750	6	204	NA	NA	16	NA	✓	✓	✓	NA	NA
Hypermotard	10.00 lakh*	821.1	110/9250	89/7750	6	198	NA	NA	16	NA	✓	✓	✓	NA	NA
SP	19.10 lakh*	821.1	110/9250	89/7750	6	194	NA	NA	16	NA	✓	✓	✓	NA	NA
MULTISTRADA															
 We Say: The luxury SUV of motorcycles. Also See: BMW R 1200 GS, Triumph Tiger Explorer															
1200	14.03 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 Touring	14.93 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S	16.59 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Touring	17.50 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Pikes Peak	20.61 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
DIAVEL															
 We Say: Looks big and heavy but is light and nimble. Also See: Harley-Davidson Night Rod Special, Triumph Rocket III, Yamaha VMAX.															
Diavel	13.83 lakh*	1198.4	162/9250	130.5/8000	6	239	NA	NA	17	NA	✓	✓	X	NA	NA
Diavel Carbon	16.98 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	X	NA	NA
Diavel Titanium	37.20 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	X	NA	NA
SBK															
 We Say: NA. Also See: Triumph Daytona 675R, Kawasaki Ninja ZX-10R, Suzuki GSX-R1000R															
899 Panigale	13.02 lakh*	898	148/10750	99/9000	6	193	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale	32.48 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale S	40.07 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
Panigale R	46.25 lakh*	1198	205/11500	136.2/10250	6	184	NA	NA	17	NA	✓	✓	✓	NA	NA
 HARLEY-DAVIDSON www.harley-davidson.in															
STREET															
 We Say: Brilliant all-rounder, the first affordable cruiser with a Harley-Davidson badge. Also See: Hyosung Aquila Pro GV650															
XG750 Street 750	4.96 lakh	749	47 (est)	59/4000	6	222	3.83	154	13.1	NA	✓	✓	X	Jun 14	★★★★★

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
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SPORTSTER



We Say: Value packed, classic and timeless looking motorcycles that proudly boast of their heritage.

Also See: Hyosung Aquila Pro GV650, Hyosung ST7, Suzuki Intruder 800

XL883L SuperLow	7.18 lakh	883	52/5750	69/3750	5	255	NA	NA	17	NA	✓	×	×	NA	NA
XL883N Iron	8.19 lakh	883	52/5750	69/3750	5	255	NA	NA	12.5	NA	✓	×	×	NA	NA
XL1200X Forty-Eight	9.97 lakh	1202	67/5750	96/3500	5	255	NA	NA	7.9	NA	×	✓	×	NA	NA

DYNA



We Say: Comfortable, easy to ride and powerful - these no-nonsense cruisers flaunt their H-D branding.

Also See: Honda VT1300CX

FXDB Street Bob	11.71 lakh	1585	75/5250	124/3500	6	305	NA	NA	17.8	NA	✓	×	✓	NA	NA
FXDF Fat Bob	14.93 lakh	1585	76/5250	126/3500	6	320	2.6	NA	18.9	NA	✓	×	✓	NA	NA

SOFTAIL



We Say: Authentic and original to Harleys, one of their best-selling lines ever!

Also See: Suzuki Intruder M1800R, Triumph Thunderbird

FLSTF Fat Boy	17.24 lakh	1690	78/5250	132/3500	6	331	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FXSB Breakout	18.63 lakh	1690	74/5010	130/3000	6	322	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FLSTC Heritage Classic	18.80 lakh	1690	74/5010	130/3000	6	339	NA	NA	18.9	NA	×	✓	✓	NA	NA

V-ROD



We Say: As fun to watch as it is to ride - unlike any other Harley-Davidson motorcycle.

Also See: Ducati Diavel, Suzuki Intruder M1800R, Yamaha VMAX

VRSCDX Night Rod Special	24.64 lakh	1247	120/8000	111/7250	5	302	NA	NA	18.9	NA	✓	✓	✓	NA	NA
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TOURING



We Say: Long distance touring at its finest - torquey, immensely comfortable and of course addictive!

Also See: Moto Guzzi California 1400

FLHTKSE Street Glide Special	33.39 lakh	1690	86/5010	138/3500	6	372	NA	NA	22.7	NA	✓	✓	✓	NA	NA
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CVO



We Say: The most expensive set of two wheels in India.

Also See: BMW K 1600 GT L, Honda GL1800 Gold Wing

FLHTKSE CVO Limited	53.90 lakh	1801	96/5010	156/3750	6	433	NA	NA	22.7	NA	×	✓	✓	NA	NA
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HERO MOTOCORP

www.heromotocorp.com

HF



We Say: All the Hero MotoCorp qualities at an affordable price.

Also See: TVS Star, Yamaha Crux, Bajaj Platina

HF Dawn	43,813	97.2	7.8/7500	8.04/4500	4	109	NA	NA	10.5	NA	✓	×	✓	NA	NA
HF Deluxe	46,425	97.2	7.8/7500	8.04/4500	4	109	9.39	91.11	10.5	68.25	×	×	×	Jan 07	★★★★☆
HF Deluxe Eco	50,705	97.2	7.8/7500	8.04/4500	4	112	9.39	91.11	10.5	68.25	✓	✓	×	NA	NA

SPLENDOR



We Say: Perfect commuter if you can do with the looks.

Also See: TVS Star Sport, Honda CD110 Dream, Yamaha YBR 110, Bajaj Platina

Splendor+	50,080	97.2	7.4/8000	7.95/5000	4	109	NA	NA	11	NA	×	×	×	NA	NA
Splendor NXG	52,735	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	✓	×	×	NA	NA
Splendor Pro	50,745	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	×	×	×	NA	NA
Splendor Pro Classic	55,337	97.2	8.4/7500	8.04/4500	4	112	NA	NA	11	NA	✓	×	×	NA	NA
Splendor iSmart	55,346	97.2	7.8/7500	8.04/4500	4	112	NA	NA	8.7	NA	✓	×	×	NA	NA












PASSION



We Say: A Splendor will save you a few grand.

Also See: Yamaha Crux, Bajaj Platina, Mahindra Centuro

Passion Pro	53,136	97.2	7.8/7500	8.04/4500	4	116	NA	NA	12.8	NA	✓	×	×	NA	NA
Passion Pro ES	57,303	97.2	7.8/7500	8.04/4500	4	119	NA	NA	12.8	NA	✓	✓	×	NA	NA
Passion Pro TR	58,576	97.2	7.8/7500	8.04/4500	4	119	NA	NA	12.8	NA	✓	✓	×	NA	NA
Passion X Pro	58,105	109.1	8.7/7500	9.36/5500	4	113	NA	NA	9.5	NA	×	✓	×	NA	NA
Passion X Pro (Alloy)	60,218	109.1	8.7/7500	9.36/5500	4	116	NA	NA	9.5	NA	✓	✓	×	NA	NA

	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
SUPER SPLENDOR															
	We Say: Splendor hops onto the 'executive' bandwagon. Also See: TVS Phoenix, Yamaha YBR 125, Honda Shine, Suzuki SlingShot														
Super Splendor	57,703	124.7	9.12/7000	10.35/4000	4	121	6.99	100.83	13	73.25	✓	✓	×	Oct 10	★★★★★
GLAMOUR															
	We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough. Also See: Bajaj Discover 125, TVS Phoenix, Yamaha YBR 125														
Glamour (KS, Drum)	60,995	124.7	9.13/7000	10.35/4000	4	125	9.64	94.9	13.6	72.75	✓	×	×	Sep 05	★★★★☆
Glamour (ES, Disc)	63,218	124.7	9.13/7000	10.35/4000	4	129	9.64	94.9	13.6	72.75	✓	✓	×	NA	NA
Glamour FI (Disc)	71,416	124.7	9.13/7000	10.35/4000	4	129	8.80	94.9	12	80.75	✓	✓	×	Aug 06	★★★★☆
IGNITOR															
	We Say: Stunner in a new avatar. Also See: Honda CB Stunner, Yamaha YBR 125														
Ignitor	66,330	124.7	11/8000	11/5000	5	129	6.50	100.3	9	62.25	✓	✓	×	Oct 12	★★★★★
ACHIEVER															
	We Say: Every bit a Unicorn, except for the ride quality. Also See: Bajaj Discover 150, Honda CB Unicorn, Suzuki GS150R														
Achiever	66,518	149.1	13.5/8000	12.8/5000	5	138	6.25	110.8	12.5	57.5	✓	✓	×	Dec 05	★★★★☆
HUNK															
	We Say: Stunning looks, efficient engine and good performance. Also See: Bajaj Pulsar 150, Honda CB Trigger, TVS Apache														
Hunk (F/R Disc)	78,743	149.2	14.4/8500	12.8/6500	5	146	5.08	107.16	12.54	51	✓	✓	×	Dec 07	★★★★★
X-TREME															
	We Say: Pricey but much better than the CBZ and the Achiever. Too skinny at the front. Also See: Bajaj Pulsar 150, Honda CB Trigger, TVS Apache RTR160														
X-Treme	75,424	149.2	14.4/8500	12.8/6500	5	145	5.55	110.8	12.4	60.25	✓	✓	×	Nov 06	★★★★☆
KARIZMA															
	We Say: The most well-rounded performance bike around. Spares are an issue though. Also See: Bajaj Pulsar 220, TVS Apache RTR180, Yamaha YZF-R15														
Karizma R	91,892	223	19.47/7500	19.35/6000	5	154	NA	NA	15	NA	✓	✓	×	NA	NA
Karizma ZMR	1.15 lakh	223	20.26/8000	19.7/6500	5	157	NA	NA	15.3	NA	✓	✓	×	NA	NA
 HONDA www.honda2wheelersindia.com															
CD110 DREAM															
	We Say: NA. Also See: Bajaj Discover 100M, TVS Star City														
Dream (Spoke)	49,885	109	8.36/7500	8.63/5500	4	105	NA	NA	8	NA	×	×	×	NA	NA
Dream (Alloy)	53,012	109	8.36/7500	8.63/5500	4	105	7.82	86	8	72.5	✓	×	×	Nov 14	★★★★☆
DREAM NEO															
	We Say: One of the most fuel efficient bikes in the country. Also See: Bajaj Discover 100, TVS Star City, Suzuki Hayate														
Dream Neo (KS)	51,783	109	8.36/7500	8.63/5500	4	105	NA	NA	8	NA	✓	×	×	NA	NA
Dream Neo (ES)	54,214	109	8.36/7500	8.63/5500	4	105	7.82	96.5	8	72.5	✓	✓	×	Aug 13	★★★★★
DREAM YUGA															
	We Say: One of the most fuel efficient bikes in the country. Also See: Bajaj Discover 100, TVS Star City, Yamaha YBR 110, Suzuki Hayate														
Dream Yuga	57,481	109	8.63/7500	8.91/5500	4	108	7.82	96.53	8	72	✓	✓	×	Aug 12	★★★★★













	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
CB TWISTER															
 We Say: Good styling and performance will be a revelation in the commuter segment. Also See: TVS Star City, Yamaha YBR 110, Suzuki Hayate															
CB Twister (Drum)	56,641	109	9.1/8000	9/6000	4	108	6.99	93	8	71.25	✓	✓	X	NA	NA
CB Twister (Disc)	60,037	109	9.1/8000	9/6000	4	108	6.99	93	8	71.25	✓	✓	X	Mar 10	★★★★★
CB SHINE															
 We Say: Low gearing make it really quick through gears. Top speed could have been better with taller gearing. Also See: Hero Glamour, TVS Phoenix, Yamaha YBR 125															
CB Shine (Drum)	61,075	124.7	10.4/7500	10.7/5500	4	121	7.04	100.4	11	78.75	X	✓	X	NA	NA
CB Shine (Disc)	64,507	124.7	10.4/7500	10.7/5500	4	121	7.04	100.4	11	78.75	✓	✓	X	May 06	★★★★★
CBF STUNNER															
 We Say: A worthy competitor to the Yamaha SS 125. Also See: Hero Ignitor, Yamaha YBR 125															
CBF Stunner	66,241	124.7	11.15/8000	11/6500	5	128	6.57	100.8	10	61	✓	✓	X	Sep 08	★★★★★
CB UNICORN															
 We Say: One of the smoothest mills around. Great ride-handling combo. Almost indestructible. Also See: Bajaj Pulsar 150, Hero CBZ X-treme, Hero Achiever, Suzuki GS150R															
CB Unicorn	75,385	149.1	13.5/8000	12.8/5500	5	146	6.10	111.3	13	58.92	✓	✓	X	Dec 06	★★★★★
CB TRIGGER															
 We Say: A perfect premium all-rounder for the youth. Also See: Bajaj Pulsar 150, Yamaha FZ-S, Suzuki GS150R															
CB Trigger	77,185	149.1	14.2/8500	12.7/6500	5	137	5.45	112.3	12	55.70	✓	✓	X	NA	NA
CB Trigger CBS	87,764	149.1	14.2/8500	12.7/6500	5	138	5.45	112.3	12	55.70	✓	✓	X	Jul 13	★★★★★
CB UNICORN 160															
 We Say: Slightly larger and more powerful Unicorn. Also See: Bajaj Pulsar 180, Suzuki GS150R, TVS Apache RTR160															
CB Unicorn 160	81,136	162.7	14.7/8000	14.6/6000	5	135	NA	NA	12	NA	✓	✓	X	NA	NA
CB Unicorn 160 CBS	89,560	162.7	14.7/8000	14.6/6000	5	135	NA	NA	12	NA	✓	✓	X	NA	NA
CBR150R															
 We Say: Refined engine, great handling and riding position but loses out in midrange and bottom performance. Also See: Yamaha YZF-R15															
CBR150R	1.36 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	X	NA	NA
CBR150R Deluxe	1.38 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	X	Jun 12	★★★★★
CBR250R															
 We Say: Just the bike for India, a perfect all-rounder for city and highway. Also See: Hyosung GT250R, KTM RC 200															
CBR250R	1.76 lakh	249.6	25.3/8500	22.9/7000	6	161	3.47	155	13	35.75	✓	✓	X	NA	NA
CBR250R ABS	2.14 lakh	249.6	25.3/8500	22.9/7000	6	167	3.47	155	13	35.75	✓	✓	✓	Jun 11	★★★★★
CB1000R															
 We Say: Practical. Both in and out of town. Also See: Benelli TnT 899, Ducati Monster, Triumph Speed Triple, Yamaha FZ1															
CB1000R	12.74 lakh*	999	125/10000	100/8000	6	217	2.1	NA	17	16	✓	✓	X	Aug 09	★★★★★
CBR1000RR															
 We Say: NA. Also See: Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1															
CBR1000R FireBlade	16.59 lakh*	999.6	181/12250	114/10500	6	200	NA	NA	17.5	NA	✓	✓	X	NA	NA
VFR1200F															
 We Say: Effortless mile muncher. Also See: BMW K 1300 R, Kawasaki Ninja ZX-14R, Suzuki Hayabusa															
VFR1200F	18.86 lakh*	1237	172/10000	129/8750	6	267	2.37	NA	18.5	NA	✓	✓	✓	Dec 10	★★★★★








	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
VT1300CX															
We Say: A series-production custom motorcycle.															
Also See: Harley-Davidson Super Glide Custom, Harley-Davidson Breakout															
VT1300CX	15.25 lakh*	1312	57.7/4250	107/2250	5	309	NA	NA	12.8	NA	✓	✓	✓	NA	NA
GL1800 GOLD WING															
We Say: The most iconic grand tourer in the world.															
Also See: BMW K 1600 GT L, Harley-Davidson CVO Limited															
Gold Wing Audio Comfort	28.50 lakh*	1832	118/5500	167/4000	5+R	421	NA	NA	25	NA	✓	✓	✓	NA	NA
Gold Wing Airbag	31.50 lakh*	1832	118/5500	167/4000	5+R	423	NA	NA	25	NA	✓	✓	✓	NA	NA
KAWASAKI www.kawasaki-india.com															
Z250															
We Say: Quarter-litre twin-cylinder streetbike at a good price.															
Also See: Benelli TnT 300, KTM 390 Duke															
Z250	3.44 lakh	249	32/11000	21/10000	6	168	NA	NA	17	NA	✓	✓	X	NA	NA
Z800															
We Say: Aggressively styled streetbike at a hard-to-resist price.															
Also See: Benelli TnT 899, Triumph Street Triple															
Z800	8.19 lakh	806	113/10200	83/8000	6	229	NA	NA	17	NA	✓	✓	✓	NA	NA
Z1000															
We Say: One of the meanest looking streetbikes you can opt for.															
Also See: Aprilia Tuono V4R, Benelli TnT 1130R, Yamaha FZ-1, Triumph Speed Triple															
Z1000	13.85 lakh	1043	142/10000	111/7300	6	221	NA	NA	17	NA	✓	✓	✓	NA	NA
VERSYS 1000															
We Say: A touring Kwacker for all-road use.															
Also See: Suzuki V-Strom, Triumph Tiger 800XC															
Versys 1000 ABS	14.29 lakh	1043	120/9000	102/7500	6	249	NA	NA	21	NA	✓	✓	✓	NA	NA
NINJA 300															
We Say: A true performance bike in India.															
Also See: KTM RC 390, Honda CBR 250R															
Ninja 300	4.00 lakh	296	39/11000	27.5/10000	6	172	2.56	160 (appr)	17	NA	✓	✓	X	May 13	★★★★★
ER-6n															
We Say: Versatile street bike.															
Also See: Benelli TnT 600i, Triumph Street Triple															
ER-6n	5.48 lakh	649	72/8500	64/7000	6	201	NA	NA	16	NA	✓	✓	X	NA	NA
NINJA 650R															
We Say: Most versatile motorcycle.															
Also See: Benelli TnT 600 GT, Hyosung GT650R, Triumph Street Triple															
Ninja 650R	5.93 lakh	649	72/8500	64/7000	6	209	2.04	NA	16	NA	✓	✓	X	Sep 12	★★★★★
NINJA 1000															
We Say: Smooth and comfortable mile-muncher.															
Also See: Moto Guzzi 1200 Sport, Suzuki Bandit 1250S															
Ninja 1000	13.85 lakh	1043	142/10000	111/7300	6	230	NA	NA	19	NA	✓	✓	✓	NA	NA
NINJA ZX-10R															
We Say: One of the most rider-friendly litre-class superbike there is.															
Also See: Aprilia RSV4, Honda CBR 1000R, Suzuki GSX-R 1000, Yamaha YZF-R1															
Ninja ZX-10R	17.36 lakh	998	210/13000	112/11500	6	201	2.10	276	17	NA	✓	✓	✓	Dec 13	★★★★★

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
NINJA ZX-14R															
 We Say: Very refined performance and power delivery for a hyperbike. Also See: BMW K 1300 R, Honda VFR 1200F, Suzuki Hayabusa															
Ninja ZX-14R	18.68 lakh	1441	210/10000	162.5/7500	6	268	NA	299 (L)	22	NA	✓	✓	✓	Feb 14	★★★★★
KTM www.ktm.com/in															
DUKE															
 We Say: A bike which loves to be ridden aggressively and features updated technology. Also See: Bajaj Pulsar 200 NS, Benelli TnT 300, Kawasaki Z250															
200 Duke	1.53 lakh	199.5	25/10000	19.2/8000	6	136	3.73	135	10.5	34.5	✓	✓	×	Jan 12	★★★★★
390 Duke	2.10 lakh	373.2	43.5/9000	35/7000	6	150	2.46	162	10.5	NA	✓	✓	✓	Sep 13	★★★★★
RC															
 We Say: A serious track-tool for learner and enthusiast alike. Also See: Honda CBR 250R, Kawasaki Ninja 300															
RC200	1.84 lakh	199.5	25/10000	19.2/8000	6	149	3.68	131	10	NA	✓	✓	×	NA	NA
RC390	2.36 lakh	373.2	43.5/9000	35/7000	6	159	2.72	163	10	NA	✓	✓	✓	NA	NA
LML www.lmlworld.com															
FREEDOM															
 We Say: NA Also See: Mahindra Centuro, TVS Star Sport															
DX	51,545	109.2	8.5/7750	8.6/5000	4	119	NA	98.2	12.5	NA	✓	×	×	NA	NA
LS	55,355	109.2	8.5/9000	8.6/5000	4	119	8.2	98.2	12.5	51	✓	✓	×	Sep 13	★★★★★
MAHINDRA 2WHEELERS www.mahindra2wheelers.com															
PANTERO															
 We Say: Improvement over the Stallio but still a long way to go Also See: Honda Dream Neo, Suzuki Hayate, TVS Star City, Yamaha YBR 110															
T1	NA	106.7	8.5/7500	8.5/5500	4	120	8.66	93.56	13.7	49	✓	×	×	Mar 13	★★★★★
T4	NA	106.7	8.5/7500	8.5/5500	4	120	8.66	93.56	13.7	49	✓	✓	×	NA	NA
CENTURO															
 We Say: A commuter with many innovative features Also See: Honda Dream Yuga, Hero Passion, TVS Star City, Bajaj Discover															
Centuro	52,990	106.7	8.5/7500	8.5/5500	4	120	8.66	93.56	12.7	49	✓	✓	×	Aug 13	★★★★★
Centuro Rockstar	NA	106.7	8.5/7500	8.5/5500	4	120	8.66	93.56	12.7	49	✓	✓	×	NA	NA
MOTO GUZZI www.motoguzzi.com															
BELLAGIO															
 We Say: NA. Also See: Ducati Monster															
Black Eagle	17.53 lakh	935	73/7200	78/6000	6	224	NA	NA	19	NA	×	✓	×	NA	NA
940	17.68 lakh	935	73/7200	78/6000	6	224	NA	NA	19	NA	×	✓	×	NA	NA
1200															
 We Say: Immensely fun muscle bike, and a capable tourer (Sport). Also See: Benelli TnT 899, BMW R 1200 R, BMW R nineT, Ducati Monster, Triumph Speed Triple															
Griso 8V SE	18.40 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA
1200 Sport 8V	18.99 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA
1200 Sport 8V Corsa	19.27 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA




	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
CALIFORNIA															
	We Say: Relaxed but quick long-distance tourer that loves the open road. Also See: Harley-Davidson Street Glide Special, Triumph Thunderbird LT														
1400 Custom	22.48 lakh	1380	96/6500	120/2750	6	318	NA	NA	20.5	NA	✓	✓	✓	NA	NA
1400 Touring	24.77 lakh	1380	96/6500	120/2750	6	337	NA	NA	20.5	NA	✓	✓	✓	NA	NA
ROYAL ENFIELD www.royalenfield.com															
BULLET															
	We Say: The subtle Enfield makes a come back with a UCE heart. Also See: No options, as there are no alternatives to a Bullet but a Bullet itself!														
Bullet 350	1.13 lakh	346	19.8/5250	28/4000	5	180	NA	NA	13.5	NA	×	×	×	NA	NA
Bullet Electra	1.26 lakh	346	19.8/5250	28/4000	5	183	NA	NA	13.5	NA	×	✓	×	NA	NA
Bullet 500	1.62 lakh	499	26.1/5100	40.9/3800	5	193	NA	NA	13.5	NA	×	✓	×	NA	NA
THUNDERBIRD															
	We Say: Pseudo-cruiser with a focus on touring. Also See: None as yet														
Thunderbird 350	1.46 lakh	346	19.8/5250	28/4000	5	192	NA	NA	20	NA	×	✓	×	NA	NA
Thunderbird 500	1.86 lakh	499	27.5/5250	41.3/4000	5	195	4.65	NA	20	NA	×	✓	×	NA	NA
CLASSIC															
	We Say: Royal Enfield fuses old world charm with modern retro lines. Also See: There is no other bike like the Classic														
Classic 350	1.35 lakh	346	19.8/5250	28/4000	5	NA	NA	NA	13.5	NA	×	✓	×	NA	NA
Classic 500	1.72 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	Jan 10	★★★★★
Desert Storm	1.75 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	NA	NA
Classic Chrome	1.83 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	NA	NA
CAFÉ RACER															
	We Say: Classic British bike which is fun to ride, easy to maintain and affordable too. Also See: There is no other bike like the Continental GT														
Continental GT	2.10 lakh	535	29.1/5100	44/4000	5	184	4.11	143	13.5	NA	×	✓	×	Dec 13	★★★★★
SUZUKI www.suzukimotorcycle.co.in															
HAYATE															
	We Say: Suzuki's answer to the commuter competition. Also See: Bajaj Discover 100, TVS Star City, Yamaha YBR 110														
Hayate	51,899	112.8	8.4/7500	8.8/5000	4	112	8.26	94.71	8	68.5	✓	✓	×	Aug 12	★★★★★
SLINGSHOT															
	We Say: Stylish commuter equipped with a refined engine. Also See: Hero Super Splendor, Honda Shine, TVS Phoenix														
SlingShot	58,873	124	8.6/8500	10/6000	5	128	7.65	97	12	59	✓	✓	×	Oct 10	★★★★★
GS150R															
	We Say: Well packaged all-rounder from Suzuki. Also See: Bajaj Pulsar 150, Hero Xtreme, Honda CB160 Unicorn														
GS150R	79,647	149.5	14/8500	13.4/6000	6	149	5.46	108	15.5	59.75	✓	✓	×	Feb 09	★★★★★
GIXXER															
	We Say: Muscle-bike which brings style, handling and efficiency together well. Also See: Yamaha FZ-S, Honda CB Trigger, Hero Hunk														
Gixxer	81,900	155	14.8/8000	14/6000	5	135	5.85	111.45	12	47.75	✓	✓	×	Oct 14	★★★★★
BANDIT															
	We Say: Value for money, versatile and practical. Also See: Ducati Monster, Honda CB1000R, Triumph Speed Triple, Yamaha FZ1														
Bandit 1250SA	11.92 lakh	1255	98/7500	108/3700	6	254	2.19	250	19	15.25	✓	✓	✓	Jul 10	★★★★★

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
V-STROM															
 We Say: Capable, but pricey adventure sports tourer. Also See: BMW R 1200 GS, Ducati Multistrada, Kawasaki Versys, Triumph Tiger															
V-Strom 1000	17.21 lakh	1037	100/8000	103/4000	6	228	NA	NA	20	NA	✓	✓	✓	NA	NA
GSX-R															
 We Say: Carrying on the Gixxer tradition of high performance. Also See: BMW S 1000 RR, Honda CBR 1000R, Kawasaki Ninja ZX-10R, Yamaha YZF-R1															
GSX-R 1000	15.88 lakh	999	185/12000	116.7/10000	6	205	2.07	NA	17.5	11.80	✓	✓	×	Jul 10	★★★★★
HAYABUSA															
 We Say: One of the world's fastest motorcycles, officially on sale in India. Also See: BMW S 1000 RR, Kawasaki Ninja ZX-14R															
GSX-1300R LE	19.05 lakh	1340	197/9500	155/7200	6	236	NA	299 (L)	21	NA	✓	✓	✓	NA	NA
INTRUDER															
 We Say: Attention magnet. Also See: Harley-Davidson Iron 883, Harley-Davidson Breakout, Triumph Thunderbird Storm															
M800	11.15 lakh	805	53/6000	66/3600	5	269	2.91	NA	15.5	NA	✓	✓	×	Jan 12	★★★★★
M1800R	18.95 lakh	1783	128/6200	160/3200	5	319	2.1	209	19.5	13	✓	✓	×	Jan 09	★★★★★
 TRIUMPH www.triumphmotorcycles.in															
BONNEVILLE															
 We Say: Modern classic trying to re-live the good old days. Also See: No alternatives yet															
Bonneville	6.76 lakh	865	61/7500	61/5550	5	225	NA	NA	16	NA	✓	✓	×	NA	NA
Bonneville T100	7.77 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	×	✓	×	NA	NA
THRUXTON															
 We Say: Classic café racer with a twin-cylinder heart for the hard-core enthusiast. Also See: No alternatives, other than the Royal Enfield Continental GT															
Thruxton 900 Café Racer	7.99 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	×	✓	×	NA	NA
DAYTONA															
 We Say: The only world-class non-Japanese entrant in the extremely competitive Supersport arena. Also See: No supersport alternatives yet															
Daytona 675	11.99 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Daytona 675R	13.64 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA
ROADSTER															
 We Say: Stripped-down racers for the road. Also See: Benelli TnT 600i, TnT 899, Ducati Monster, Kawasaki Ninja 650, Suzuki Bandit 1250S															
Street Triple	8.77 lakh	675	79/11050	57/8375	6	188	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Speed Triple	12.44 lakh	1050	127/9300	105/7800	6	214	NA	NA	17.5	NA	✓	✓	✓	NA	NA
TIGER															
 We Say: Versatile and comfortable on-off-roader with a choice of displacements. Also See: BMW R 1200 GS, Ducati Multistrada, Suzuki V-Strom 1000															
800 XRx	12.98 lakh	800	95/9250	79/7850	6	216	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XCx	14.20 lakh	800	95/9250	79/7850	6	221	NA	NA	19	NA	✓	✓	✓	NA	NA
1200 Explorer XC	20.95 lakh	1215	137/9300	121/6400	6	267	NA	NA	20	NA	✓	✓	✓	NA	NA
THUNDERBIRD															
 We Say: The British laid-back cruiser. Also See: Harley-Davidson Fat Boy, Heritage Softail Classic, Moto Guzzi California, Suzuki Intruder M1800R															
Storm	15.64 lakh	1699	98/5200	156/2950	6	339	NA	NA	22	NA	✓	✓	×	NA	NA
LT	18.19 lakh	1699	94/5408	151/3550	6	349	NA	NA	22	NA	✓	✓	✓	NA	NA









	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
ROCKET III															
	We Say: The largest capacity series-production motorcycle on the planet. Also See: Ducati Diavel, Yamaha VMAX														
Roadster	23.86 lakh	2294	148/5750	221/2750	5	367	NA	NA	24	NA	✓	✓	X	NA	NA
 TVS www.tvsmotor.co.in															
STAR															
	We Say: Adds style to your commute without being too heavy on the pocket. Also See: Bajaj Platina, Hero CD Deluxe, Yamaha YBR 110														
Sport	52,837	99.7	7.4/7500	7.5/5000	4	95	9.5	85	12	63	✓	✓	X	Apr 07	★★★★☆
Star City+	55,335	109.7	8.4/7000	8.7/5000	4	109	7.68	90.8	10	67	✓	✓	X	Jul 14	★★★★☆
PHOENIX															
	We Say: A capable commuter. Also See: Honda Shine, Bajaj Discover 125ST														
Phoenix (Drum)	59,723	124.5	11/8000	10.8/6000	4	114	7.52	NA	12	NA	✓	X	X	NA	NA
Phoenix (Disc)	62,351	124.5	11/8000	10.8/6000	4	116	7.52	96.4	12	63	✓	✓	X	Nov 12	★★★★☆
APACHE RTR															
	We Say: Great looks, nimble traffic carver with power through the complete rev range. Also See: Bajaj Pulsar 180, 220, Hero Karizma, Honda Unicorn CB160, Suzuki Gixxer, Yamaha FZ-S, R-15														
RTR160	80,641	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	✓	X	NA	NA
RTR160 (Rear Disc)	82,966	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	X	X	NA	NA
RTR180	86,991	177.4	17.3/8500	15.5/6500	5	137	4.64	124	16	45.25	✓	✓	X	Jul 09	★★★★☆
RTR180 ABS	98,722	177.4	17.3/8500	15.5/6500	5	137	4.64	NA	16	NA	✓	✓	✓	NA	NA
 VIBGYOR www.vvehicles.co.in															
GALLOP															
	We Say: NA. Also See: Hero CD Dawn, Bajaj Platina, TVS Star														
Gallop ES (Drum)	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	X	✓	X	NA	NA
Gallop ES (Disc, Alloy)	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	✓	✓	X	NA	NA
HUNTER															
	We Say: NA. Also See: Hero Splendor NXG, Bajaj Platina, Yamaha YBR 110														
Hunter	NA	124.1	9.8/9000	9.0/8000	5	120	NA	NA	18	NA	✓	✓	X	NA	NA
SHARK															
	We Say: NA. Also See: Bajaj Discover 150, Yamaha SZ														
Shark	NA	142.6	13.05/9000	9.5/7500	5	130	NA	NA	14	NA	✓	✓	X	NA	NA
 YAMAHA www.yamaha-motor-india.com															
CRUX															
	We Say: Excellent gearbox, but lacks appeal and doesn't excel at anything else. Also See: Hero CD Dawn, Bajaj Platina, TVS Star														
Crux	43,644	105.6	7.6/7500	7.85/6000	4	113	9.9	94	11	62.52	✓	X	X	Oct 05	★★★★☆
YBR 110															
	We Say: A good alternative for a Hero MotoCorp bike. Also See: Hero Splendor NXG, Bajaj Platina, TVS Star Sport														
YBR 110	51,128	106	7.6/7500	7.85/6000	4	123	NA	NA	13	NA	✓	X	X	NA	NA

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
SS125															
 We Say: Big bike feel, great performance. Mid-range torque should have been stronger. Also See: Suzuki SlingShot, Hero Super Splendor, Honda Shine, TVS Phoenix															
SS 125	61,915	123	11/7500	10.4/6500	5	125	7.2	108.2	13.6	67.5	✓	✓	×	Oct 10	★★★★★
SZ															
 We Say: Commuter with a 150cc heart and a 125cc's price tag. Also See: Hero Achiever, Bajaj Discover 150															
SZ-S	65,958	153	12.1/7500	12.8/4500	5	132	6.48	105.34	14	55	✓	✓	×	NA	NA
SZ-RR 2.0	69,153	149	12.1/7500	12.8/6000	5	134	NA	NA	14	55	✓	✓	×	NA	NA
FZ															
 We Say: Great-looking naked bike; has worked wonders for Yamaha in India. Also See: Hero Hunk, Honda CB Trigger, TVS Apache RTR160															
FZ-16	79,943	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	×	Oct 08	★★★★★
FZ-S	82,090	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	×	NA	NA
FZ-16 2.0 FI	86,021	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	×	NA	NA
FZ-S 2.0 FI	88,223	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	×	NA	NA
FAZER															
 We Say: The FZ with a fairing, little underpowered for serious touring. Also See: Hero Hunk, Honda CB Trigger, TVS Apache RTR160															
Fazer	87,541	153	14/7500	13.6/6000	5	138	NA	NA	12	NA	✓	✓	×	NA	NA
Fazer 2.0 FI	93,726	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	×	NA	NA
YZF-R15															
 We Say: Indian performance biking taken to the next level. Also See: Honda CBR 150R, Hero Karizma ZMR, KTM RC 200, Bajaj Pulsar 220															
YZF-R15 2.0	1.23 lakh	149.8	17/8500	15/7500	6	136	4.89	130.3	12	42.2	✓	✓	×	Dec 11	★★★★★
FZ1															
 We Say: The biggest and the baddest FZ there is. Also See: Aprilia Tuono V4R, Benelli TrnT 1130R, BMW S 1000 R, Honda CB 1000R, Suzuki Bandit 1250S															
FZ1	11.07 lakh	998	150/11000	106/8000	6	214	NA	NA	18	NA	✓	✓	×	NA	NA
VMAX															
 We Say: Ultimate naked street fighter. Also See: Ducati Diavel, Triumph Rocket III															
VMAX	25.97 lakh	1679	200/9000	166.8/6500	5	310	NA	NA	15	NA	✓	✓	×	NA	NA


COMPETITION BIKES

 SUZUKA www.suzukaracingmotorcycles.com															
SRM250 2V															
 We Say: NA. Also See: NA															
SRM250 AC 2V	3.40 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	✓	✓	×	NA	NA
SRM250 LC 2V	3.45 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	✓	✓	×	NA	NA
SRM250 4V															
 We Say: NA. Also See: NA															
SRM250 4V	3.65 lakh	250	22.4/8500	20/7000	5	116.5	NA	135	6	NA	✓	✓	×	NA	NA

SCOOTERS

	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
aprilia APRILIA www.aprilia.com															
SRV															
We Say: An easy-going, but quick and extremely potent city ride which also loves the highway. Also See: No options yet															
															
SRV 850	13.43 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	×	NA	NA
SRV 850 ABS	13.92 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	✓	NA	NA
HERO MOTOCORP www.heromotocorp.com															
PLEASURE															
We Say: Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more. Also See: Honda Activa, Suzuki Let's, TVS Wego															
															
Pleasure	50,047	102	6.8/7000	7.8/5000	V	104	12.18	80.9	5	47	×	✓	×	Feb 08	★★★★☆
MAESTRO															
We Say: A Honda Activa with a plastic body. Also See: Honda Dio, TVS Jupiter															
															
Maestro	56,061	109	8.2/7500	9.1/5500	V	NA	10.37	88.7	5.3	52	✓	✓	×	Jun 12	★★★★☆
HONDA www.honda2wheelersindia.com															
ACTIVA															
We Say: Revised the scooter market and is an improvement over the old Activa. Also See: Suzuki Access, TVS Wego, Hero Pleasure															
															
Activa-i	52,078	109	8/7500	8.74/5500	V	103	8.49	90	5.3	63.5	×	✓	×	Sep 13	★★★★☆
Activa 3G	55,645	109	8/7500	8.83/5500	V	108	10.8	89	5.3	53.5	×	✓	×	NA	NA
ACTIVA 125															
We Say: More power and big improvement overall compared to its smaller-engined sibling. Also See: Vespa VX, Suzuki Swish															
															
Activa 125	62,560	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	×	✓	×	NA	NA
Activa 125 Deluxe	69,350	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	✓	✓	×	Jun 14	★★★★☆
DIO															
We Say: An Activa with good looks. Pillion foot rest is a pain though. Also See: Suzuki Let's, TVS Scooty Zest, TVS Jupiter															
															
Dio	53,285	109	8/7500	8.6/5500	V	106	10.49	93	5.3	54.75	×	✓	×	Mar 12	★★★★☆
AVIATOR															
We Say: Positioned for the premium market. Good, but expensive. Also See: Suzuki Access, Mahindra Duro, TVS Jupiter															
															
Aviator	56,979	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	×	✓	×	NA	NA
Aviator (Disc)	62,576	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	✓	✓	×	Dec 09	★★★★☆
LML www.lmlworld.com															
NV															
We Say: Going back in time Also See: Suzuki Access, Mahindra Duro, Mahindra Rodeo															
															
NV-4S (ES)	48,321*	147.5	8.8/6200	11.3/4250	4	116	NA	NA	5.5	NA	×	✓	×	NA	NA
NV LS-4S	62,048*	147.5	8.8/6200	11.3/4250	4	120	NA	NA	5.5	NA	×	✓	×	NA	NA

* ex-showroom

	PRICE (Rs, OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
SELECT															
 We Say: NA Also See: Suzuki Access, Mahindra Duro, Mahindra Rodeo, Mahindra Flyte															
Select 4 (KS)	47,140	149.5	8/5500	13.2/3500	4	119	NA	NA	8	NA	X	X	X	NA	NA
Select 4 (ES)	50,978	149.5	8/5500	13.2/3500	4	123	NA	NA	8	NA	X	✓	X	NA	NA
STAR EURO															
 We Say: NA Also See: Honda Activa 125, Vespa VX															
Star Euro 150 (ES, Disc)	57,918*	150.8	9.5/8000	NA	CVT	112	NA	NA	7	NA	X	✓	X	NA	NA
Star Euro 200 Funky (ES)	61,793*	199.9	9.25/6250	19.9/4000	4	122	NA	NA	5.5	NA	X	✓	X	NA	NA
 MAHINDRA 2WHEELERS www.mahindra2wheelers.com															
GUSTO															
 We Say: Smart scooter with many practical aspects. Also See: Honda Activa, Suzuki Let's, TVS Scooty Zest															
Gusto DX	51,969	109.6	8.1/7500	9/5500	CVT	NA	NA	NA	6	NA	X	✓	X	NA	NA
Gusto VX	57,600	109.6	8.1/7500	9/5500	CVT	NA	14.1	76.4	6	45	X	✓	X	Nov 14	★★★★☆
FLYTE															
 We Say: Zippy and comfortable scooter. Great choice for city commutes. Also See: Honda Aviator, Suzuki Access															
Flyte	NA	124.6	8/7000	9/5000	V	105	13.02	83.8	5	41	X	✓	X	Oct 07	★★★★☆
DURO															
 We Say: Nova's body gets the Flyte's engine. Also See: Honda Aviator, Suzuki Access															
Duro 125 DZ	53,351	124.6	8.15/7500	9/5500	V	114	8.2	92.8	6	38.25	X	✓	X	Mar 12	★★★★☆
RODEO															
 We Say: Flyte gets a style change. Also See: Honda Aviator, Suzuki Swish															
Rodeo RZ	54,199	124.6	8.15/7000	9/5500	V	106	NA	87	4.5	NA	X	✓	X	NA	NA
Rodeo UZO125	56,415	124.6	8.15/7000	9/5500	V	106	NA	87	4.5	NA	X	✓	X	NA	NA
 SUZUKI www.suzukimotorcycle.co.in															
LET'S															
 We Say: A lightweight 110cc automatic Suzuki Also See: Honda Activa-i, Mahindra Rodeo, TVS Scooty Zest, Yamaha Ray															
Let's	53,411	112.8	8.7/7500	9.0/6500	V	98	9.58	92.9	5.2	49.75	X	✓	X	Aug 14	★★★★☆
ACCESS															
 We Say: Really quick and a nimble handler but priced higher than the competition. Also See: Honda Activa 125, Mahindra Duro															
Access 125	58,829	124	8.71/7000	9.8/5000	V	109	7.9	91.8	6.4	42	X	✓	X	Dec 07	★★★★☆
SWISH															
 We Say: The Access gets a sporty look Also See: Honda Dio, Mahindra Duro, Mahindra Rodeo															
Swish 125	59,841	124	8.71/7000	9.8/5000	V	110	7.77	92.6	6	42.2	X	✓	X	May 12	★★★★☆

	PRICE (OTR PUNE)	ENGINE CAPACITY (cc)	PS/rpm PEAK POWER	Nm/rpm PEAK TORQUE	NUMBER OF GEARS	KERB WEIGHT (KG)	0-60 (KM/H) ACCELERATION	TOP SPEED (KM/H)	FUEL TANK (Litres)	FUEL EFFICIENCY	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATINGS
TVS  TVS www.tvsmotor.co.in															
XL															
 We Say: The classic two-stroke moped soldiers on. Also See: No alternatives															
Super HD 2-stroke	34,820	69.9	3.5/5000	5/3750	V	75	NA	NA	4	NA	X	X	X	NA	NA
SCOOTY PEP+															
 We Say: An engine upgrade makes it even more desirable. Also See: Honda Activa, Hero Pleasure, Mahindra Flyte															
Scooty Pep+	52,551	87.8	5/6500	5.8/4000	V	95	12.2	74	5	50.67	X	✓	X	Nov 05	★★★★☆
SCOOTY ZEST															
 We Say: Venerable badge gets a larger heart and contemporary design. Also See: Honda Dio, Suzuki Let's, Mahindra Gusto															
Scooty Zest 110	58,539	109.7	8.02/7500	8.8/5500	V	98.5	NA	NA	5	NA	X	✓	X	NA	NA
WEGO															
 We Say: A good city runabout Also See: Honda Activa, Honda Dio, Hero Pleasure															
Wego	62,760	109.7	8/7500	8/5500	V	105	10.35	84	5	40	✓	✓	X	Jan 10	★★★★☆
Wego Disc	65,715	109.7	8/7500	8/5500	V	105	10.35	84	5	40	✓	✓	X	May 13	★★★★☆
JUPITER															
 We Say: Good features and comfort for the price Also See: Hero Maestro, Honda Dio															
Jupiter	62,063	109.7	8/7500	8/5500	V	108	9.98	88.78	5	43	✓	✓	X	Nov 13	★★★★☆
 VESPA www.vespaindia.com															
125															
 We Say: If you love retro, buy the Vespa Also See: Honda Activa 125, Suzuki Access															
LX	76,496	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	X	Aug 12	★★★★☆
VX	80,943	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	X	Jun 13	★★★★☆
S	85,527	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	X	NA	NA
Eleganté	89,588	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	X	NA	NA
 YAMAHA www.yamaha-motor-india.com															
RAY															
 We Say: NA Also See: Honda Dio, Suzuki Let's, TVS Wego															
Ray	52,529	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	X	Nov 12	★★★★☆
Ray Z	54,267	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	X	NA	NA
CYGNUS ALPHA															
 We Say: NA Also See: Honda Activa-i, TVS Jupiter, Hero Maestro															
Cygnus Alpha	54,751	113	7.1/7500	8.1/5000	V	105	NA	NA	5	42.5	✓	✓	X	Apr 14	★★★★☆

ELECTRIC SCOOTERS

AVON www.avoncycles.com



E-SCOOT 207

Top speed: 24 km/h
Tested: NA

Avon E-Scoot (ex-Delhi)	23,280	48V	250W	-	-	-	65 km
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E-LITE

Top speed: 24 km/h
Tested: NA

Avon e-lite (ex-Delhi)	22,748	48V	230W	-	56	-	50 km
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BSA www.bsamotorsindia.com



STREET RIDER

Top speed: 25 km/h
Tested: NA

Street Rider	36,600	48V	250W	1260	75	-	70 km
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EKO VEHICLE www.ekovehicle.com



EV-60 ELEKTRIK

Top speed: 56.14 km/h
Tested: Mar 09

EV-60 Elektrik (ex-Bengaluru)	45,000	60V	1878W	1240	93	9.49(0-30)	60 km
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STRIKE

Top speed: 16 km/h
Tested: NA

Strike (ex-Bengaluru)	23,200	48V	250W	1185	-	-	50 km
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COSMIC



Top speed: 40 km/h
Tested: NA

Cosmic (ex-Bengaluru)	38,000	48V	250W	-	-	-	50 km
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ELECTROTHERM www.yobykes.in



SPARK

Top speed: 45 km/h
Tested: Aug 11

Spark (ex-Delhi)	34,000	48V	1300W	-	70	4.5	60 km
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ELECTRON

Top speed: 25 km/h
Tested: Aug 11

Electron (ex-Delhi)	22,200	48V	250W	-	77	NA	70-75
Electron ER (ex-Delhi)	24,000	48V	250W	-	81	NA	95-100



STYLE

Top speed: 25 km/h
Tested: Aug 11

Style (ex-Delhi)	25,000	48V	250W	-	94	NA	70-75
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XPLORE

Top speed: 25 km/h
Tested: NA

Xplor (ex-Delhi)	31,705	48V	250W	-	93	NA	75-80
Xplor ER (ex-Delhi)	34,204	48V	250W	-	105	NA	105-110



SPEED

Top speed: 45 km/h
Tested: Aug 11








Speed (ex-Delhi)	30,500	48V	1100W*	-	94.6	NA	70-75
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EXL

Top speed: 55 km/h
Tested: Aug 11

YO EXL (ex-Delhi)	37,500	48V	1800W*	-	NA	NA	70-75
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	PRICE	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (kg)	0-20 (KM/H) ACCELERATION	RANGE Km
E-VO INDIA www.evoindia.com							
EXULT							
	Top speed: 25 km/h Tested: Aug 11						
Exult	23,709*	48V	250W	1260	90	-	90 km
ELEGANT							
	Top speed: 25 km/h Tested: Aug 11						
Elegant	24,815*	48V	250W	1330	95	-	85 km
* (ex-Delhi)							
HERO ELECTRIC www.heroelectric.in							
MAXI							
	Top speed: 25 km/h Tested: Mar 09						
Maxi (OTR Delhi)	31,750	48V	250W	-	75	-	70 km
OPTIMA PLUS							
	Top speed: 25 km/h Tested: Mar 09						
Optima ++ (OTR Delhi)	34,250	48V	250W	-	82	-	70 km
WAVE DX							
	Top speed: 25 km/h Tested: NA						
Wave Dx (OTR Delhi)	35,750	48V	250W	-	105	-	70 km
Extra Miles (OTR Delhi)	38,500	48V	250W	-	117	-	100 km
E-SPRINT							
	Top speed: 45 km/h Tested: Aug 11						
E-sprint (ex-Delhi)	37,997	48V	800W	-	91	-	65 km
CRUZ							
	Top speed: 25 km/h Tested: Aug 11						
Cruz (OTR Delhi)	34,750	48V	250W	-	91	-	75 km
ZION							
	Top speed: 25 km/h Tested: NA						
Zion (OTR Delhi)	32,990	48V	250W	-	74	-	70 km

	PRICE	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (kg)	0-20 (KM/H) ACCELERATION	RANGE Km
PHOTON							
	Top speed: 45 km/h Tested: NA						
Photon (ex-Delhi)	40,750	48V	1500W	-	111	-	50 km
KABIRDASS MOTOR CO. www.kabirdass.com							
K100 LA							
	Top speed: 25 km/h Tested: NA						
K100 LA	27,257*	48V	250W	-	NA	NA	60 km
K101 LA							
	Top speed: 25 km/h Tested: NA						
K101 LA	27,500*	48V	250W	-	NA	NA	60 km
K103 LA							
	Top speed: 25 km/h Tested: NA						
K103 LA	32,500*	48V	250W	-	NA	NA	75 km
* (ex-Chennai)							
LOHIA AUTO www.lohiaauto.com							
FAME							
	Top speed: 25 km/h Tested: Aug 11						
Fame	28,999	48V	250W	1270	70	NA	60 km
GENIUS							
	Top speed: 25 km/h Tested: Aug 11						
Genius	29,999	48V	250W	1230	89	NA	60 km
OMA STAR							
	Top speed: 25 km/h Tested: Aug 11						
Oma Star	31,499	48V	250W	1230	89	NA	60 km
OMA STAR DX							
	Top speed: 25 km/h Tested: NA						
Oma Star DX	36,500	48V	250W	1230	89	NA	60 km

BUELL

The American sports bike

Compiled by: Piyush Sonsale



Buell RW750

➤ Erik Buell, born in Pennsylvania, USA, grew up riding motocross bikes before switching to road racing in his twenties. He raced in the American National Championship and worked as a mechanic during the day while studying at a night school at the University of Pittsburgh. After obtaining a degree in engineering, he moved to Milwaukee and got a job as an R&D engineer at Harley-Davidson.

➤ In 1981 he bought a race bike made by a small British company, called Barton. The Barton was powered by a 750-cc liquid-cooled two-stroke square four engine but was poorly built. Being a motorcycle R&D engineer himself, Buell designed a new chassis for the bike and worked on the engine and other parts to the point that it became an altogether new race prototype. He named it the RW750, which was ironic since RW stood for 'Road Warrior', and raced the bike in one of the national races in 1982. Barton shut shop the same year and Buell bought over their remaining stock of engines and parts.

➤ In 1983 he asked Harley-Davidson to support the development of his racing project. However, after failing to convince them, he left his job to focus on the development of the RW750 for the Formula One class of the AMA. The RW750 was

offered for racing at the end of 1984 under the name 'Pittsburgh Performance Products'. It was bought and raced by a team in 1985 but Buell's plans received a major setback when the AMA announced the withdrawal of the Formula One class from the 1986 season.

➤ Undaunted, Buell decided to develop production sport bikes. He sourced the Harley-Davidson XR1000 engine using his previous links with the company and developed an innovative chassis and bodywork around it to create the company's first production bike, the RR1000. After a limited run of 50 bikes, Buell launched the RR1200 in 1988. It had the new 1,203-cc Harley-Davidson Evolution engine from the Sportster line of bikes and it became the base for future Buell bikes.

➤ In 1983 Harley-Davidson invested in Buell's venture for a 49 per cent stake and it was registered as the 'Buell Motorcycle Company'. Buell was to be the performance arm of the group and its bikes would be sold through Harley-Davidson's dealership network. With the inflow of funds and support from Harley, the company expanded its operations in the 1990s with new models for road, racetrack and touring, increased production and engineering innovations.

➤ Buell motorcycles had quirky designs with features like fuel in the frame, oil in the swing-arm, underslung exhaust and perimeter floating front disc brakes, many of which were patented by the company. In 1998, Harley-Davidson again bought a 49 per cent stake in the company, leaving a minor two per cent stock for Erik. Buell was now a Harley-Davidson subsidiary with Erik as the business head.

➤ In 2007 Buell moved away from a Harley-Davidson engine for the first time and launched the 1125R sports bike, followed by the 1125CR naked bike, powered by a liquid-cooled 1,125-cc V-twin engine sourced from Austria's Rotax.

➤ The 1125R went on to win the 2009 AMA Daytona Sportsbike Championship. However, Harley-Davidson were facing an economic crisis at the time and Buell became a victim of the situation. On 15 October 2009, Harley-Davidson announced the discontinuation of the Buell Motorcycle Company by the end of that month.

➤ A month later, Erik Buell Launched Erik Buell Racing (EBR) to support the privateers racing Buell bikes and to produce race-only versions of the 1125R. However, the company, based in East Troy, Wisconsin, soon rolled out an upgraded version of the 1125R – the 1190RR – in a limited number. A street-legal 1190RS was added in 2011 and EBR started racing in the AMA Pro Superbike Championship.

➤ In July 2013 India's biggest motorcycle manufacturers, Hero MotoCorp, acquired a 49 per cent stake in EBR. Later that year, EBR launched its first mass production bike, the 1190RX, and in 2014, it added a naked version of the bike, named 1190SX. EBR also entered the World Superbike Championship last year with Hero's sponsorship and has plans to jointly develop new bikes with its Indian partner.

Buell 1190RS



Buell 1190SX



Buell Ulysses XB12X





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Engine size: 865cc



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Horsepower: 60.7PS / 44.7kW @ 7500rpm
Torque: 61.1Nm @ 5551rpm
Engine size: 865cc

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